

# MANUFACTURERS' RECORD.

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## Manufacturers' Record.

RICHARD H. EDMONDS, President.  
THOMAS P. GRASTY, Vice-President.

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### COPY FOR ADVERTISEMENTS.

Advertising copy (changes or new advertisements) should reach us Saturday Morning to insure insertion in the issue of the following week.

For the first issue in the month we should receive copy by Friday Morning of the week preceding.

### A KEYNOTE.

Col. J. B. Killebrew of Nashville, in a letter to the editor of the Manufacturers' Record, says:

I want to thank you sincerely for your very able address recently delivered in Atlanta before the Georgia School of Technology. It is like a clarion blast to duty. It will certainly be productive of the greatest results to the South. You have struck the right key, and the harmonious development of education will swell in grander tone from this keynote of industrial education. I congratulate you upon your success in this address, and I feel certain that no work of yours will cause a heartier vibration from the hearts and heads of all classes of people than this address, so timely in its character and so forceful in its utterances.

Referring to the same address, Mr. J. E. Wolfe, cashier of the People's Bank of Magnolia, Miss., writes:

It would be a prize to every Southern boy could it be read by him. If we could only get our home newspapers to take interest enough to copy the address for their readers!

### IMPRATICABILITY.

Rather a novel proposition is made by a labor organ in one of the Southern States as a solution of the problem of the employment of children in cotton mills. The paper undertakes to raise a fund from which shall be paid to children the amount of wages they would receive in the mills of the community and to relieve them of all labor on the condition that they shall attend school. The project is an attractive one, but it is feared that it is impractical; for it is quite possible that the demonstration of the ability to pay children for not working in the mills in any Southern community would result in an influx into the community of thousands of children from far and near, many of whom had never worked in a mill or never expected to, but who were perfectly willing to be paid for not working, even though they might have to take temporary employment to gain an opportunity to be bought off. The ultimate result would be a great many more children in the community

than its school buildings would accommodate, and consequently the condition upon which payment was to be made would be impossible. Persons who agitate against the labor of children in Southern mills with no other intent than to benefit the children would do well not to seek to further a scheme raising false hopes, not to agitate impractical theories, but to do their part toward a working out of the problem on practical and natural lines, recognizing limitations of local conditions and the needs of the individuals to be benefited. It is hardly kind to the rising generation of the South to train it to habits of looking to a reward for not working.

### A VISION OF STATESMANSHIP.

S. A. Thompson, in discussing in the Engineering Magazine the influence of waterways on railway transportation, with special reference to the effect upon Western railroads of the construction of an isthmian canal, makes the somewhat novel point that the wagon-way, the railway and the waterway are three agencies of transportation, each with fundamentally different functions, yet all as essential to the whole as are the three sides of a triangle, and that none may develop its highest possible efficiency without a symmetrical development of the other two. Mr. Thompson points to the paralleling of railway construction and the canalizing of streams in Germany and France, to similar manifestations in the building of locks at St. Mary's falls, in the improvement of the navigation of the Great Kanawha river and in the results upon railway traffic of the construction of the Manchester canal to back his assertion of the interdependence of waterways and railways, overlapping here and there, but yet capable of meeting in different ways ever-changing conditions of trade. He makes a strong plea that the three channels of transportation be considered as auxiliaries to one another, and not as antagonists. He points out that differing kinds of traffic should be handled differently, and that the three main channels permit this differentiation to occur most economically. He adds:

The development of the Northwest, which has come chiefly in consequence of the building of the locks at the outlet of Lake Superior, marvelous though it is, is but a faint and shadowy image of the development, similar, but multiplied a thousandfold, which will follow fast upon the completion of an isthmian canal. Since it is "not mileage, but cost of transportation, that is the true commercial measure of distance," the Continent will shrink until its eastern and western coasts are commercially but half as far apart, while yet no single acre of its wide expanse is lost. Manila, Yokohama and Hong Kong will be brought close to New York, Boston and New Orleans, while San Francisco, Portland and Seattle will become neighbors of Liverpool, Antwerp and Hamburg. Mines will be opened, deserts made to blossom as the rose beneath the magic touch of irrigation, towns and cities will spring up and the Western Commonwealths grow populous and great, while the manufacturing cities of the Eastern States, the cotton planters of the South and the grain

growers of the Middle West will find new and enlarged markets for their products. I can think of no portion of the United States which would not share in the benefits showered abroad by the construction of an isthmian canal, but if I were asked to point out the interest which would receive the most abundant share of the benefits which would certainly accrue, I should, without an instant's hesitation, name the railroads of the Western States.

This is a broad view, as broad as the American continent. It deals not with today or next year, not with a particular section or a special interest, but looks to the great tomorrow and to the greater United States. It is the view upon which were based the visions of the substantial statesmanship of sixty or seventy years ago, before the national legislature had become the arena for a monopolizing display of petty, picaresque politics. In those days, when the proposition to build a transcontinental railroad was even handicapped by a contention that the road should lie north or south of a certain degree of latitude, advocacy of an isthmian canal as of benefit to the country did not militate against advocacy of railroad connection between the Mississippi and the Pacific. The futility of the disputes about the location of one transcontinental railway line sixty years ago appears in the marvellous development of American railroad systems to more than 200,000 mileage. A thought of that and of the vast territory of the United States still to be settled is a warrant for a belief that the isthmian canal and great American railway systems are not to compete, but are to be complements in expanding America at home and abroad, and points the mind from the politics of a name to the statesmanship for a nation.

### FOR NORTH CAROLINA.

Just before the adjournment of Congress Hon. John H. Small of the first district of North Carolina submitted, under the rules of the House of Representatives, some remarks which ought to have a wide influence for the welfare of his State. The remarks were quite extended and were a splendid description of the resources of North Carolina. With a great deal of pains Congressman Small had gathered and arranged in attractive and comprehensive form an array of facts about the climate, the people, the agriculture, the manufactures, the forest, mineral and timber resources, the fisheries and the educational conditions in the State. Circulated already in the Congressional Record in all parts of the country, the speech is to be scattered broadcast in North Carolina and other States. It is really a condensed guide to the investor and homeseeker, and ought to direct greater attention than ever to the opportunities in North Carolina, and to encourage the people of that State and of other States to avail themselves promptly of those opportunities.

Advertisements of Southern localities offering special advantages for the location of manufacturing enterprises will be found on pages 56 and 57.

### TWO SIDES OF THE SOUTHERN EDUCATION SHIELD.

On another page of this week's issue of the Manufacturers' Record is published a letter from Mr. Edward Atkinson of Boston dealing with the much-mooted question of education in the South. Though this letter wanders somewhat from the main issue which has been raised in the Manufacturers' Record, it is published as a revelation of the unfortunate state of mind apparently inseparable from any scheme for general Southern education supported by persons living outside the South, which contends, as Mr. Atkinson contends, for like schooling for blacks and whites. That seems to be the dominant idea, however gently it may be advanced, and behind it lurks the long-cherished belief, if not the hope, which, without violating confidence, we may state seems to be held by Mr. Atkinson, that it is only a question of time for whites and negroes in the South to be taught in the same schools. The knowledge that such a hope exists is sufficient warrant for opposition to a scheme of schooling as that proposed by the Southern Education Board, however unconscious of the ultimate purpose members of that Board may be. But while that phase of the question has not been unnoticed, the position taken in the Manufacturers' Record has been principally against the injection of philanthropy into the problem of providing common-school facilities, which can be settled right only by the persons most immediately concerned, and against insistence upon like schooling for whites and blacks, which during thirty-five years has resulted in failure and disaster, especially for the negroes.

Support of the scheme of the Southern Education Board by men holding such views as Mr. Atkinson about the negro race, earnest and sincere as those views may be, justifies arguments against them, and warrants a few comments upon Mr. Atkinson's letter, in which some of them are advanced.

The question of education today has little to do with the theories about "nachash" advanced fifty years ago by men who in their generation were as extreme in one direction as Mr. Atkinson has continued to remain unto the present in the opposite. Because the terrible curse of slavery was removed the nature of the negro was not revolutionized. The change was in his status only. So, too, Mr. Atkinson's allusion to polygamy is hardly pertinent. It is, indeed, rather unfortunate, in view of the fact that the most notorious forms of polygamy with which the American people are familiar originated not in the "illiterate" and "benighted" South, but in the section where the common-school idea did its earliest work.

Nor does opposition to this latest educational scheme, certainly as far as that opposition has been manifested in the columns of the Manufacturers'

Record, imply a denial of Mr. Atkinson's contention that "all races possess equal rights to develop whatever capacity each individual may possess without prejudice or obstruction based on color." It does not imply that "common schools are not wanted and that common people are not to be instructed," or any fear that "the blacks who go to school would get on top of the whites who do not." We believe that there are a few timid souls who are convinced, upon superficial observation, that blacks who go to school may get on top of whites who do not. We have no such conviction. But we do know that under the malign influence of alien whites of the criminal class or of degenerate native whites, supported by a mistaken outside public sentiment which still persists in isolated cases, a horde of ignorant blacks who had never gone to school held prostrate the culture and civilization of the South for a few years—but only for a few years. Outside public sentiment soon learned the menace to the peace and prosperity of the country in such a horrible reversal of natural order. Public opinion and the spirit of the Caucasian race permitted the proper status to be resumed, the only recalcitrants being the vampires and plunderers, who were driven back to their obscurity, and the One-Idea class, who, vindicated in their own eyes by the results of the war in their interpretation or utter disregard of Scriptures, and clinging under the illumination of their Higher Law to the notion that "nothing but the question of color" was the difference between the whites and blacks, continued to interfere with the development of whatever capacity each individual negro might possess by forcing upon negroes a schooling for which they were about as well prepared as is the infant of seven years for an elective course at the Johns Hopkins or Harvard University. We want that thing ended.

Terrible as have been the effects of such a policy upon the negro race, it has served the practical and beneficial purpose of demonstrating that the common people are not necessarily instructed as they should be for their welfare and happiness in the common schools, and has operated probably more effectively than any other influence to induce measures for a reformation from the ground up of the common-school system in the country. The necessity for this was well illustrated in a recent speech at Starkville, Miss., by Dr. Charles W. Dabney, president of the University of Tennessee, who, claiming that universality and diversity are the two principles of education, said:

The harmonious and equitable evolution of man does not mean that every man must be educated just like his fellows. The harmony is within each individual. That community is most highly educated in which each individual has attained the maximum of his possibilities in the direction of his own peculiar talents and opportunities. This produces, not a Procrustean sameness, but an infinite diversity in purpose and potentiality. The perfect education is one which tunes every string on each human instrument. Each musical instrument must, they tell us, in order to develop the most perfect sounds, be tuned separately by a sympathetic spirit and a skillful hand. A nation of men and women all perfectly educated would be like a grand orchestra of such musical instruments, all perfectly tuned. There are hundreds of instruments and players, yet each instrument can make its own peculiar music. All are necessary to produce the grand symphony. An orchestra made up entirely of like instruments would be no orchestra at all.

Be it remembered that this eminently reasonable and logical view is held in spite of membership in the

Southern Education Board. Dr. Dabney might have carried out his figure with special reference to the education of whites and negroes by saying that the attempt to get the same effects from a violin as from a basedrum would be utter folly, however valuable each instrument might be in its proper place, or that a bagpipe quartet would be about the last set of musical instruments selected to render chamber music. Be that as it may, Dr. Dabney's view is utterly at variance with that of the Southern Education Board as expressed by its organs, while Mr. Atkinson's careful interpretation of the Board's purpose as of aiding communities "in the establishment of common schools in which the races may be taught in separate schools, but without distinction in the appropriation of money on account of color," is rather more specific than official statements of the Board, and loses force as far as he is concerned through his expectation that separate schools for the races are but a temporary device.

Resisting the effort to give blacks and whites either joint training or like training, the Manufacturers' Record is strongly in favor of training each race to meet most acceptably the calls which the growth of the country will make upon it. For that reason it favors a training for the whites unlike that for the negroes, and believes that the less persons incapable of perceiving the fundamental differences between whites and negroes have to do directly or indirectly with the common-school system in the South the better it will be for the people of the South, and especially for the negroes. This view is unconsciously supported by Mr. Atkinson when he writes:

The black or negro race varies from any other (in spite of his "nothing but the question of color"), and in some respects has proved to be more capable of resistance to evil conditions than any other. It is a race of great vitality, the only one, I believe, of record in all history that has not been destroyed by long-continued slavery. They have increased and multiplied, and even under slavery they have attained an advanced position beyond that of their correlatives in their native homes, or where they have not been under the influence of white men.

Mr. Atkinson seems to forget the long bondage of the Jews to the mightiest in the dwellings of Ham. Or has he doubts about the authenticity of the records of that episode? He has hardly reason, though, not to know that his proposition may be taken as rather a strong argument as to the benefits of the bondage which has passed in the South, as far as that slavery affected the negro race, for there the effects of slavery of negroes to Caucasians were best exemplified, the race, with the passing of slavery in other parts of the country, coming to a standstill, if not declining outside the South. The benefits conferred, as Mr. Atkinson points out, by slavery upon the negroes are in marked contrast with the effects wrought upon another race by folks from down Mr. Atkinson's way, preaching, like him, race equality, but dominated, nevertheless, in a notable degree by well-recognized traits of Anglo-Saxonism. The fate of the Hawaiian Islanders under New England uplifting auspices ought to be a warning for all time against permitting those or similar influences to prevail in the effort to settle any race problem.

Not only was the negro distinctly advanced under slavery, but the education given him thereby has persisted even to the present, in spite of the fell schooling given him during the past

thirty or thirty-five years by One-Idea missionaries. Ought not these facts to lead all persons interested in the negro's welfare to resist to the utmost any attempt, however cleverly disguised, to continue the pernicious propaganda which, if not defeated, may parallel for the negro the history of the Kanaka? Cannot Southern people opposing the scheme of the Southern Education Board be credited in that respect with a lively and sincere interest in the negro's good?

#### A BIT OF BUNCOMBE.

The house of representatives of Louisiana legislature celebrated the Fourth of July in killing the anti-trust bill. Perhaps it would be more accurate to say that the house attended the obsequies of the bill, with the Speaker as the funeral orator. For, according to well-informed authority, the bill died a-bornin'. Further, it is gravely asserted that there never was any intention to give it life. As a decision of the United States Supreme Court had voided a mass of similar legislation in other States, the conviction that the proposed Louisiana measure was in the nature of a tub to the whale was based upon reason. The humor of the situation lies in the fact that what may have in this instance been regarded as the particular whale not only refused to swallow the tub, but even smashed it incontinently, for most of the votes against the bill came from the country parishes. As the Mobile Register had pointed out, the measure was a flesh of one and fowl of another bill. That paper said:

The only way to get out of the box is to write a bill making no exemptions, but where is the legislator who is brave enough to write such a bill? And who really wants a straight-goods bill? If such a bill were written it would expose the underlying folly of all the anti-trust legislation of the present time.

And the recorder of the defeat of the bill gravely suggested that "there is a growing belief that there is a great deal of buncombe in the bill." Very true. But has there been within the past ten years any anti-trust legislation or agitation without a generous bit of buncombe about it?

#### Manufactures at St. Louis.

In issuing blank applications for space the department of manufactures of the St. Louis Exposition, which will open in April, 1904, announces that the filing of such applications implies no obligation. No pecuniary consideration enters into contracts for space. There is no charge for exhibition space; in fact, where practicable, every expense has been eliminated in order that the exhibitor may apply all of his appropriation in making an attractive and effective installation. Even power and light will be furnished free when, in the judgment of the exposition authorities, it is warranted. It is not strange, therefore, that there is such a uniform desire on the part of manufacturers to exhibit, as is reported, for the above is sufficient indication of the broad-gauged principles on which the universal exposition at St. Louis in 1904 is to be conducted.

The program for the annual meeting this week of the Alabama Commercial and Industrial Association at Gadsden included papers by C. C. Thach on "The Need of Technological Schools in Alabama," by Edward McDavid, on "Insurance," by Tom Richardson, secretary-manager of the New Orleans Progressive Union, on "The Purposes and Uses of Commercial Organizations," by J. B.

Gibson, secretary of the Birmingham Commercial Club, on "Diversification of Industries," by J. M. Thornton of Talladega, on "Farming in Alabama," by J. T. Hedlin of Lafayette, on "The Alabama Exhibit at St. Louis," and by William F. Tebbitts of Mobile, on "The Needs of Alabama Rivers and Harbors."

#### The Promise of the South.

[New York Times.]

"Yours is an opportunity such as your fathers never knew." These were the words of Mr. Richard H. Edmonds to the boys of the Georgia School of Technology at its recent commencement. The speaker is the editor of the Manufacturers' Record of Baltimore, one of the most intelligent and influential trade journals in the country. He has made a special and patient study of the South and its resources, and his address was an eloquent and careful statement of what the young men of the South may do if they are thoroughly trained.

What they may do is plain enough from what their fathers have done under immense difficulty and with no such opportunities of training as are now being opened to the young men of this generation. Mr. Edmonds gave some remarkable statistics in this direction. He pointed out that the valuation of the property of the Southern States is today equal to that of the whole country in 1860, about \$16,000,000,000. The specific figures of the elements of this property were, as he said, "amazing." For the sake of clearness we tabulate these:

	1860.	1900.
Whole Country.	3,000,000	3,000,000
Pig-iron, tons.....	884,474	3,000,000
Bituminous coal, tons.....	5,775,977	51,000,000
Railroads, miles.....	30,592	55,000
Cotton goods.....	\$115,000,000	\$110,000,000
Lumber products.....	\$86,000,000	\$300,000,000
Mineral and manufactured products.....	\$1,900,000,000	\$1,620,000,000
Street railways, miles.....	402	3,000
Petroleum, barrels.....	500,000	20,000,000

In order to understand what this immense progress means, we must remember that the Civil War followed immediately after the first year taken in the above table for comparison. It is hardly an exaggeration to say that the share of the South in the property of the country as estimated in 1860 was destroyed by the war. The actual destruction by military operations, the waste of material in the support and equipment of the armies of the South, added to the heavy debt wrongly accumulated during the period of reconstruction, practically left the South naked at the end of the first decade after 1860. It is within the last thirty years, that is, in about the average lifetime of a generation, that \$16,000,000,000 of values have been created. It is true that the land was there for agriculture, but it was almost in the condition of unsettled country. This is a most striking record. It is made still more striking by comparison with what has been done in the last score of years.

Since 1880 the total manufacturing capital of the South has increased from \$250,000,000 to \$1,100,000,000, or more than fourfold. The cotton-mill capital has advanced from \$21,000,000 to \$150,000,000. The entirely new industry created from the waste of cottonseed employs a capital of \$50,000,000, and the almost new industry of fruit and truck farming for the Northern and Western markets turns out a product of nearly \$100,000,000 a year. The manufacture of furniture is rapidly rivaling that of the great Michigan peninsula, and the possession of "one-half the standing timber of the United States" promises that it will in time surpass it.

This is the field which Mr. Edmonds appeals to the South to cultivate in the only way adequate to secure the great and brilliant promise it holds out, by thorough technical education.



## ZINC AND LEAD IN THE JOPLIN FIELD.

Many Years Still Required to Develop the Proved Territory.

[Special Correspondence Manufacturers' Record.]

Joplin, Mo., July 5.

While the wild boom days of three years ago have materially subsided, and one can now get a room at a hotel here without engaging it a week or two in advance, as he had to during nearly all the year of 1899, still, with zinc ore selling at \$37 a ton, and with the price of both lead and zinc creeping up continuously, it is far from fact to say that interest in this remarkable mining camp has died away, or that there is any less foundation for vast hopes as to the future than existed here in the feverish days when zinc prices soared to more than \$50 per ton. For it is to be remembered that the uses of zinc are increasing all the time, thus insuring a growing demand for the product of these mines, while it is a historic fact that there was once a time when miners could get no more than \$7 to \$10 a ton for their ore, and that they turned out millions of dollars' worth at prices less than \$20 a ton. In some cases the cost of producing the ore—the whole process till it is deposited in the ore bin ready for the smelter—is given at \$3.50 per ton. This is under unusually favorable conditions as to character of deposits, but it is hardly to be figured that there is not vast profit in selling a product at \$37 a ton which it paid to mine at \$20 a ton and less.

So while the big boom may not be on at this time, it is undoubtedly true that the attractions here are permanent in their nature, and that there is to be an increase in development which will steadily pile up the annual contribution here made to the mineral wealth of the world until present figures are dwarfed by comparison. Joplin is the center of the zinc and lead mining in a district comprising nine Missouri counties in the southwest and one county in the adjoining State of Kansas, and because Joplin and Jasper county furnish two-thirds of the output of the district, this southwestern field is most commonly referred to as the Joplin district. For the year 1901 the value of the Jasper county output of zinc and lead is given at \$5,490,737. The year of the boom the district produced lead and zinc worth \$10,801,577—as much as the annual output of gold and silver in some of the most famous districts of the West. Roughly speaking, this southwestern district contains about 700 square miles, and it is computed that at this time only about 4 per cent. of this territory is under development. Thus there would seem to be small ground for attacking the predictions of local mining engineers who suggest that within five years the output of the district will foot up \$25,000,000 per annum, and that \$50,000,000 a year will ultimately be reached.

While there has been wide fluctuation in the price of zinc in the past, it is the belief of those interested that several facts have operated to effect a permanent change, and it is common opinion in the district that the zinc-mining industry has settled down to a basis of greater permanency and stability than it ever before enjoyed. For one thing, an association of operators has combined to send a certain amount of the ores of the district to Europe for the smelters there, thus making the miners independent of the smelters in this country, and again, there is more zinc used in the building trades and in the development of the uses of electricity than ever before. The United States Steel Corporation is an enormous user of zinc, galvanized sheets and galvanized pipes—the latter being substi-

tuted for lead pipe to an increasing extent—forming the greater part of the uses to which this great corporation puts its zinc. As zinc in paying quantities is found in few places in the world, and the ores of the Joplin district are of so high a grade as to make them in demand everywhere, it is declared that the entire output of the district could be marketed abroad if necessary, and a legitimate glut in the market is therefore considered to be entirely out of the question. And the operators feel that they have taken steps which will hereafter prevent any manipulated glut.

With zinc ore permanently, as it is believed, above \$30 a ton, a steadily-increasing development of the whole zinc section is considered inevitable in the near future. There is reported to be a wide inquiry for properties, and prospectors and investors from all over this country and from other countries as well are on the ground or making inquiries through agents, while the large foreign ownerships already represented in the district are adding to their interests all the time. Conditions and methods of mining are changing, too, more complete machinery and deeper mining being now the rule. There was a time when a man and a mule were about all that were required in the way of equipment for mining, and then a 50-foot mine was "deep." Now the windlass has given place to the steam hoist in many cases, and the hand "jigger" to a concentrating plant capable of handling 100 tons of ore a day, while a shaft will often be sunk to a depth of 200 or 250 feet. Indications are that even deeper mining will be done in the future, for borings made throughout the district show a richer deposit of the ore at 500 feet than at any other depth, while ore has been encountered at a depth of more than 1000 feet. It is of common occurrence for some one to come along after a "gopher" miner has abandoned a diggings and by sinking a deep shaft in the same spot make a rich strike.

A unique system of leasing prevails in the district, by which the man with little more than his hands as capital has so much of a show to become an operating miner that Joplin is universally called a "poor man's camp." A good deal of the mining property in the district remains in the hands of the original owners, and they, as well as more recent purchasers, prefer to make leases of their lands on royalties. Thus, a lease will be made to an individual or a company of a certain tract of land at 10 per cent. royalty on the ore mined. Frequently the lessee will cut up the land into acre tracts, which is the size of miners' lots in this camp, and will sublease them at 20 or more per cent. royalty, according to the development which has been done and the character of the tract. The usual method of procedure then is to call in the man with the churn drill, preferable in this district to the diamond drill. It costs from 80 cents to \$1 a foot to put down the drill. If ore is struck, the next step is to sink a shaft. If the rock encountered is of ordinary character, it will cost to sink and crib the shaft from \$2 to \$4 a foot. Should it be a hard flint rock, it might cost anywhere from \$5 to \$20 a foot, but this can be fully determined by the drill beforehand. Of course, there are many instances where any number of drillings fail to develop the presence of ore in paying quantities, but it is the declaration of mining engineers that whereas the per cent. of failures in the Western gold and silver

camp is almost 90, the conditions are practically reversed in the Joplin district. If the ore struck justifies the expense, a concentrating plant may then be put in at a cost of from \$8000 to \$10,000, the present prices for machinery being considerably higher than some years ago. These figures would provide a 100-ton mill, with crusher, rolls, 100-horse-power boiler, 70-horse-power engine and pumps. The old hand jig is still used by miners of small means, and where the ore bodies encountered are not of sufficient extent to warrant the expense of a concentrating plant, the ore is hauled to a custom plant in the neighborhood, and there made ready for the market.

It is another peculiarity of the business that ore buyers are constantly on the lookout for ores, and that the market comes to the miner, instead of it being necessary for him to hunt the purchaser. In this respect, at least, he seems to be on a par with the miner of gold, whose product everybody wants. The ore buyer is employed by one of the numerous zinc smelters in the country, many of which are now located in the natural-gas belt of Kansas at Iola and in that vicinity, and he visits the concentrators regularly, buying up the product for the week and making settlement every Saturday night. Saturday night is, indeed, grand settlement time all around, and the streets of Joplin at that time, and till on towards Sunday morning, take on the appearance of a carnival. The ore buyer draws a check for the full amount of ore bought by him during the week from each mine, and it is made out in favor of the owner of the land. He deducts his 10 or more per cent. and hands the balance over to the sub-lessee or to the miner, who pays his hands and other expenses out of the sum. Then the miners and others who have received wages go to the stores and settle up their weekly accounts. From \$100,000 to \$150,000 in cash is thus handed out each Saturday night, and for a place of less than 30,000 inhabitants this means the circulation of a goodly sum of the life of trade. To accommodate the well-settled custom the banks of the city all keep open Saturday night from 7 to 8 o'clock.

Stories abound of fortunes made by owners and miners alike, and as it has only been about twenty-five years since people learned what "jack" or zinc ore was, the district up to that time having been worked only for lead, the pioneers are still largely in the field today. Though zinc-bearing lands may be bought at prices ranging all the way from \$10 to \$10,000 per acre, according to the location and development done, yet early owners are generally loth to part with their holdings, preferring to lease the mineral rights instead. In the case of a big strike, and there are many such, an owner may thus receive from \$30 to \$300 a day royalties for an indefinite period. Some of the mines have been worked continuously for twelve to fourteen years, and are paying yet, and hundreds of thousands of dollars' worth of ore has been taken from one miner's lot 200 feet square. Some of the real-estate operators in the district recommend that intending investors make a good selection of land, buy it and let it lie, declaring that in the course of time the chances are all in favor of getting a good return out of the investment through royalties. In this connection it is undoubtedly true that the extent of the district is constantly increasing as development work proceeds. It is not at all certain that a much wider field than is now regarded as the proved territory will not be opened up, although it will take many years to anywhere near develop the field included in the present agreed limits. Recent development work has been made in the territory north of the former bounda-

ries of the field, and good results have followed prospecting in the direction of the known fields of great richness but present inaccessibility in Northern Arkansas. It is a belief held by many that when the Indian Territory is opened to prospecting there may be found an excellent zinc field in the district adjacent to Missouri.

Unlike the mining camps of the West, the land above the zinc and lead of Southwest Missouri is good farming land, and it is not an uncommon experience to find a fine farm, with growing crops, from beneath which great treasures of minerals are being taken. Furthermore, the district is on the edge of the great fruit region of Southwest Missouri and Northern Arkansas, where some of the finest apples of the world are grown, and where strawberries and other small fruits grow to such perfection and in such abundance that fruit express trains are run during the season to rush the precious product to the Northern markets. This Joplin section is in the famous Ozark plateau or uplift, and has an elevation of about 1200 feet above the level of the sea. This gives it a climate of conspicuous salubrity and evenness of temperature, and the Joplin people brag about as much about the healthfulness of their location as they do of their pre-eminence as the zinc-producing section of America.

But Joplin's great development is doubtless due, nevertheless, to the wealth of zinc and lead almost within her very borders. It is not much more than a quarter of a century since there was no town there at all, and now Joplin is the fourth city in Missouri, St. Louis, Kansas City and St. Joe alone surpassing it in population. And it is a well-built and well-paved city, too, and real estate is so attractive a possession that several investments have been made in corner lots and business property by New York operators and others who regard themselves as specially qualified to judge of a good thing. Another improvement which attracts the visitor's attention at once is the excellence of the roads leading into the city, and the information is given that Jasper county's country roads are unsurpassed in the West. The dump-heap of the ore concentrators affords an almost unlimited supply of material for macadam, and money received from saloon licenses, as well as an additional levy, amounting in all to about \$20,000 a year, provides funds for building the roads and keeping them in excellent repair.

In the vicinity of Joplin there are half a dozen cities which owe their prosperity to the mining industry of the region, and there is a population aggregating some 125,000 people who are brought into close contact by an electric line thirty-four miles long, which connects these various cities and towns. The district is tapped by four lines of railroad as well, one of which, the "Frisco," which was the pioneer road in the field, maintains a suburban or interurban service between Joplin, Galena, Webb City and other towns in the district. The Missouri, Kansas & Texas has just built a branch into Joplin and bought another line into Iola and La Harpe, Kan., by which it will compete for the carrying of ores from the Joplin district to the smelters in the natural-gas field. Another road is the Missouri Pacific, which has a line along the rich Western Missouri tier of counties, and which is likely to run a branch road from the Joplin district into the Arkansas field, and it is said also contemplates extending from the Osage river, in Miller county, to Carthage. The fourth road is the Kansas City Southern.

ALBERT PHENIX.

The first of the new crop of rice reached New Orleans on June 30, and sold for \$16 per sack.

# A PLEA FOR SOUTHERN COMMON SCHOOLS.

By EDWARD ATKINSON.

[Written for the Manufacturers' Record.]

In your letter of June 23 you acknowledge my personal letter of June 14, asking leave to print the whole or a part of it. To this I did not assent. There are personal references in the letter, and it was not written with a view to publication. It related to the subject of common schools, the most important problem now pending in that section of the South which constitutes the Atlantic and Gulf cotton States, exclusive of Texas, in which group is found the largest proportion of illiteracy, both black and white, of the whole country, and the lowest appropriation for common schools. Three efforts are now in progress to remedy the wrongs of these conditions:

1st. An effort on the part of the people of these States, most earnest and sure of success, but for the moment hampered by want of means and by the difficulty in adding to taxes for school purposes, which, although very low, are already larger in proportion to the taxable property and product of some of these States than are the taxes of other States where the common school has been very fully developed. Massachusetts appropriates \$5 per head of children of school age five to seventeen, inclusive, but is lightly taxed, relatively, to product and property. Why? Because the common schools generate the ability to increase the product and to add to the property.

2d. An effort to secure from the United States government a share of the proceeds of public lands, a large part of which originally belonged to these States, but with which they parted on the adoption of the Constitution and since, from which enormous grants in support of common schools have been made to the Western States. There are grave difficulties about this matter, especially as large grants from the proceeds of public lands for the purpose of establishing irrigation in the western part of the country have just been made which will absorb all the cash that may come in. This claim for a share of public lands ought, however, to be put before Congress, not as a demand for charity, but as a demand for a right adjustment where the South has been wronged, mainly because the representatives of the South in Congress have not heretofore been advocates of a common-school system, and have therefore taken no interest in the matter.

3d. The third undertaking is that of the commission or body of men lately organized in the North and South, some of whom are men of very large capital, who are prepared to supplement the Slater and Peabody funds and to appropriate large amounts of money in aid of towns, counties and States which, on their own part, make a beginning in the establishment of common schools in which the races may be taught in separate schools, but without distinction in the appropriation of money on account of color.

I may add the fourth undertaking of a special kind, namely, that which the Manufacturers' Record has so ably supported for technical instruction. But technical education on any sufficient scale must rest for its success upon a suitable preparation of the candidates for technical instruction in a regular system of graded schools, from the primary to the high school, inclusive. Unless the pupils are well prepared up to and including the instruction of a high school, the technical schools will be obliged to waste their time in preparatory studies, and will be able to prepare but a very limited number in proportion

to the demand of the young men required in the conduct of the new industries. Witness the fact that in the Massachusetts Institute of Technology, in which the conditions of admission have been steadily advanced coincidentally with the improvement of the secondary schools and the better preparation of the candidates, there are a larger number of young men and women preparing in the technical departments than there are in all the technical schools of Great Britain combined, the reason being that as yet the common-school system, and especially the secondary school of England, has not been so developed as to prepare candidates in a proper and suitable way for the technical schools.

Such being the conditions, I have witnessed the course of the Manufacturers' Record with amazement, and in my personal letter of the 14th I stated: "You are making an awful blunder in the tone which you have allowed your Manufacturers' Record to take in this matter. It looks as if you were afraid the blacks who go to school would get on top of the whites who do not." I also referred to a recent letter deprecating common-school education, from one of my oldest and most valued friends in the South, to whom I have written that the argument which he made justified the former condition of slavery by arguments taken from the Old Testament, which he held also to declare the black to be absolutely inferior to the white race by the dictum of the Almighty, and therefore doomed to slavery. I have written him that if he followed that argument to its conclusion he would equally justify polygamy and many of the worst forms of immorality and vice, as well as the removal of subject races by slaughter and devastation.

I suppose it will take two or three generations before it becomes a common conviction that all races possess equal rights to develop whatever capacity each individual may possess without prejudice or obstruction based on color. But it is useless to thresh over this old straw, which is only brought into the case by the elders, who were right-minded men, and who never abused their slaves when they held them under former conditions.

I may meet this phase of the question by an anecdote. In 1881, when I was at Atlanta, the grandson of one of the most prominent and ablest men ever born in the Southern country, leader in the effort to secede, called upon me for some information. He told me of his success in raising cotton on shares with a very large number of the former slaves of his family in the Yazoo bottom. He related how his accounts were kept, and how every one of his colored men had a balance at his credit except one family where the man had been sick, bearing also testimony to the ability of the negro to take care of his money under good direction. I listened in amazement, and at the end I said: "This is an astounding statement from one of your name. What would your grandfather have said to it?" "Oh," he replied, "if my grandfather had known as much about the niggers as I have learned there would have been no slavery and no Civil War." To that conclusion every right-minded man who is capable of comprehending existing conditions must inevitably be brought, no matter what his previous prejudices have been.

Here, then, I have presented four plans of education, all directed to the same conclusion, all governed by the same necessity, all supported by right-minded men

who might work together if representatives of each of the four methods could meet together, and, instead of threshing old straw and debating about the relative ability of black and white, take facts as they are, find out what they agreed upon, and then work out results.

Your communications and your editorials give the impression to me and to others that the theory of Bishop Berkeley has come down to the present date, namely, that common schools are not wanted, and that common people are not to be instructed. That theory governed all the old cotton States which I have recited in their early efforts to promote education. In Judge Temple's history of Eastern Tennessee the fact is brought out that while the Atlantic and Middle Southern States devoted their energy to founding universities, colleges and academies for the instruction of the well-to-do, they totally neglected the common schools and failed to make any effort to give the common people even the rudiments of an education, while the New England States, beginning with the common school, supplemented the common school with the high school and the college.

What stands in the way of such an agreement? Nothing but the question of color. What are the facts on which an agreement might be had even on this problem? Would not all agree.

1st. Beginning at the top, there are many white men who excel any black man in general ability and power of dealing with affairs.

2d. In the second grade there are now a large number of black men or colored men who have had the opportunity to develop themselves, who are equal in ability to any white men of the same grade.

3d. There is a large and increasing number of black or colored men who, in spite of every disadvantage and obstruction which previous and present conditions have placed in their way, have yet attained large amounts of property, and who are making rapid progress in common welfare to the benefit of the State in which they live and of the community in which they dwell.

4th. There is a determination either on the part of the greater number or a greater proportion of the colored population of the States named to send their children to school, to keep them there, and to promote common education, than exists among the poorer white classes of the South, who are themselves poorly taught, or who are illiterate.

What exception can you take to these statements? If they are true, then why should there not be a joint effort on the part of those who stand behind each of the four methods of education to come to a common ground, co-operating together, and presently establishing a solid, well-developed common-school system for the community as it now exists, supplemented by the technical schools, of which the Manufacturers' Record is so strong an advocate?

I have before me a letter from my old friend, one of your correspondents, which is of the greatest interest, giving the sincere judgment of an able and true man, but dealing with the race question as you appear to have dealt with it, namely, deprecating efforts to give an equal opportunity to all children by the establishment of common schools, on the ground that the black race has been declared by the Almighty and proved by all experience not to be intellectually the equal of the white race. The same logic was used to find a Scripture warrant for slavery in the Mosaic records, which you and he both disapprove.

That reminds me of a serious article in De Bow's Review by a man of high repute on ethnological questions, who held

that in the narrative of Mother Eve's temptation to eat the forbidden fruit the serpent had been maligning. He took the ground that the Hebrew word, as I recall it, spelled nachash, or something like it, did not mean serpent, but that it meant black, and that it was the negro gardener who led Mother Eve to the fall of man; therefore slavery was justified; but where the negro gardener originated the ethnologist did not tell.

Suppose all this old stuff to be true, and that the negro has not yet proved to be capable of as high a standard of education as the white man. Why is it not the more necessary to teach the negro all that he can learn in order to fit him for his duties as a citizen of our common country? What are you afraid of? Why do you object if a very large and increasing proportion of the colored population of the country is attaining a better position intellectually as well as industrially? Is not that to the benefit of the country? And if they are inferior, is it not all the more to their credit that they have attained so great a progress?

In point of fact, there are variations among races. The only well-educated race that retains habits of industry and thrift in the tropics is the Chinese race. They are better educated according to their standard, and among the common people they are more honest and true in their contracts, more thrifty and more industrious than any other race known in the world. But their standards are totally different from those of the white. The Malay of various types is again wholly different from the black or the white, but capable of attaining a high standard of civilization and of maintaining order and industry. The black or negro race varies from any other, and in some respects has proved to be more capable of resistance to evil conditions than any other. It is a race of great vitality, the only one, I believe, of record in all history that has not been destroyed by long-continued slavery. They have increased and multiplied, and even under slavery they have attained an advanced position beyond that of their correlatives in their native homes, or where they have not been under the influence of white men. Fortunately for the white man, they are not vindictive, or rarely vindictive, even under the worst oppression. They are affectionate and grateful. Whether by imitation or under any other influence, they emulate the white man, and, as I have already said, in an increasing number and proportion are attaining a better position in life than the great mass of the poor and illiterate white men around them.

When slavery destroyed itself in the Civil War a new era was opened. What that means the book of John S. Wise, entitled "The End of an Era," may disclose, the son of the man who condemned the former conditions in a terse sentence when he declared that in Southern agriculture "the niggers skinned the land and the white men skinned the niggers." It will take a century before any verdict can be rendered on the relative ability of the black and white races to maintain equal relative conditions in modern society. The most encouraging fact in the present condition is that although you cite the names of a few men of prominence who concur in the position you have taken, I could cite the names of a very great number of very prominent Southern men, some of whom have held your position, and, as one expressed it, "is now chasing down his former utterances in order to disprove them." These men are co-operating with the Northern men in the education of black and white alike. They are dealing with the question as one affecting the nation as a whole, as well as

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the small number of Atlantic and Gulf cotton States, in which the means of common education are so limited, and where outside support may for the time being be most welcome.

Presently the people, even of the poorest States, find that the more they spend, even at the cost of heavy taxes, in developing common schools without regard to color, the more they will gain in property and wealth out of which to meet the necessary cost.

Common schools pay better than any other investment, and even from that purely business standpoint there ought to be full co-operation and hearty support to every well-directed measure by which they can be established.

Boston, June 26.

### In the Beaumont Oil Field.

[Special Cor. Manufacturers' Record.]  
Beaumont, Texas, July 7.

A fire in the oil fields this week proved the fallacy of the insurance people's theories about the risk in the Beaumont oil. The plant of the Buffalo Oil Co. was burned to the ground, and the loss ran to about \$7000. The plant was located on the Hogg-Swayne tract, where the wells are thick. There were ditches of waste oil running through and by the land on which the plant was located. They frequently caught fire, but the use of the chemical engine kept down the flames. The wooden construction around the wells also caught a time or two, but there was no material damage done outside the loss of the plant itself.

The Union Oil Refining & Fuel Co. is advertising for bids for the construction work on the big new refinery which it will start before the end of this month.

The total number of cars shipped from the field during the past month was 8432, or 1,400,000 barrels, being considerably larger than any previous month, and showing a strong demand at the better prices. The average prices being netted on the oil now will run at about fifteen cents. There are many contracts drawing a larger figure, but this will be the average on account of the fulfillment of the old contracts in many cases that were taken so very low.

Water shipments by Port Arthur and Sabine Pass have been unusually large during the last few weeks, and the tankage vessels are multiplying rapidly in the service out of this field.

### OIL NOTES.

#### Facts About Petroleum and Its Uses.

Calculations made by the New Orleans & Carrollton Railroad, Light & Power Co. show that the use of oil instead of coal in April and May resulted in a saving of \$2948 for fuel and \$550 for labor.

In a report for the United States Geological Survey Mr. F. H. Oliphant shows that the number of wells completed in 1901 in the search for petroleum in the United States was 14,250, and costing about \$21,375,000. Of these wells, 3220 were dry.

### Paper-Mill Refuse.

Mr. J. F. Wellington of Jennings, La., writes to the Manufacturers' Record that he desires information about some system by which the refuse from a paper mill may be evaporated, distilled, cremated or otherwise disposed of without turning it into some lake or river. He adds that enough rice straw is burned every year at Jennings to make wrapping paper for half the country, and that if there is any process by which the refuse may be disposed of without polluting streams, a plant to utilize it will be built within a year.

## RAILROADS.

[A complete record of all new railroad building in the South will be found in the Construction Department.]

### KNOXVILLE TO SOUTHPORT.

#### Surveys Which Indicate That Lines Will Be Connected Through.

In connection with the awarding of the contract for building the Rutherfordton, Hickorynut Gap & Asheville Railroad, recently described in the Manufacturers' Record, from Rutherfordton, N. C., via Fairview and Asheville to the Tennessee State line, it is interesting to note that a preliminary survey has been made for an extension of about twenty-five miles from the southern terminus of the Tennessee & North Carolina Railroad at Waterville, N. C., to Waynesville, N. C.

The Tennessee & North Carolina Railroad is a line twenty miles long, running south from Newport, Tenn., and connecting at that place with the Southern Railway. Waynesville, N. C., is also on the Southern, but it is reported that the Rutherfordton, Hickorynut Gap & Asheville Railroad, which will connect with the Seaboard Air Line, will connect with the Tennessee & North Carolina's line at or near Waynesville. According to reports from Knoxville, Tenn., an extension of the Tennessee & North Carolina from Newport to Knoxville is regarded as probable, and it may be observed that the nearest route between the two points is by way of Sevierville, which is the eastern terminus of the projected Knoxville, Kimberlin Heights & Sevierville Electric Railway.

It has long been reported that a railroad would be built between Knoxville and Southport, N. C., and the connection of these lines through to Knoxville would give such a road, inasmuch as the Seaboard extends from Rutherfordton to Wilmington, N. C., and a terminal company has already been chartered to build from Wilmington to Southport.

### GOULD AND GATES TOGETHER.

#### Both Elected Directors of the Western Maryland Railroad Co.

Another step in the plans of the new owners of the Western Maryland Railroad has been taken by the election as members of its board of directors of Geo. J. Gould and John W. Gates, who take the places of George B. Baker and Leon Greenbaum. The board has elected Mr. Winslow S. Pierce as president of the company, and Mr. F. S. Landstreet as vice-president. The latter was also made acting general manager.

Resolutions were passed thanking Gen. John M. Hood for his courtesy and kindness in continuing to act as president of the company during the last few months since his resignation was handed to the board. The resolutions also expressed the board's "profound appreciation of the work accomplished by President John M. Hood during the many years of his incumbency of that position, and of the ability, energy and devotion with which he has ever labored for the promotion of its interest." General Hood continues as a director.

President Pierce pronounced the report that the company would build to Drum Point, Md., as without foundation.

A report comes from Philadelphia that the Philadelphia & Western Railroad Co., the existence of which has just been disclosed, is a project of the Gould interests to connect the Wabash and the Philadelphia & Reading for a through line to New York. Millard F. Thompson of Carlisle, Pa., is president of the company, which now proposes to build from West Chester to Parkersburg.

### Alabama & Mississippi Railway.

Concerning the Alabama & Mississippi Railway, Mr. Rhett Turner, secretary of the company, writes from Vinegar Bend, Ala., to the Manufacturers' Record that the projected line is to extend from Vinegar Bend to Napoleon and Ellisville, Miss., a distance of about 200 miles. At Leakesville, Miss., the road will divide, one branch going via Maxie or Bond to Napoleon, and the other extending northwest to Ellisville.

The line has been graded from Vinegar Bend to Leakesville, about eighteen miles, and the track has been laid within one mile of the latter town. Surveys are now being made beyond Leakesville. The contract is held by H. J. Bonnell of Vinegar Bend. The road is a standard-gauge line with 56-pound rails, and the grades will be under 2 per cent. Mr. Turner says that the timber beyond Leakesville is as fine as any in the South.

The headquarters of the company are at Vinegar Bend, and the officers are as follows: Noel E. Turner, president; J. T. Turner, vice-president; Horace Turner, treasurer; Rhett Turner, secretary; H. C. Turner, auditor and general manager; Uriel Wright, chief engineer, and M. Kirby, master of machinery.

### Improvements on the L. & N.

Extensive improvements are being made by the Louisville & Nashville Railroad on its Memphis division, according to Louisville advices. A new depot is being completed at Erin Station, and Bells will soon have a new station building costing \$3500. The improvements at Erin, to cost \$6500, also provide for a rearrangement of the yards. At Gibson and Fruitdale new fruit sheds are being erected, and at Paris, Ky., a new coal chute is being built. Another chute is being erected at Brownsville.

The line work includes passing tracks near Bells, Gibson, Trezevant, St. Bethlehem, Stewart and Brownsville, each track having a capacity of forty cars. At the siding near Brownsville a new station will be established. Heavier rails are also being laid on eighteen miles of track.

Near Adams Station surveyors are locating a new line to straighten curves and lower grades. The estimated cost of this latter change will be about \$200,000.

It is reported that on the St. Louis division near Nashville a tunnel will be made through Bakers' Hill.

### To Build to New Orleans.

According to advices from New Orleans, the International & Great Northern Railroad proposes to build its proposed extension from Beaumont to a junction with the Texas & Pacific Railway near Donaldsonville, La., by January 1 next. A charter for this line was obtained some time ago, and it is reported that rails have been received for its construction from Beaumont to Paincourtville. Surveys have been made and rights of way secured.

It is reported that the International & Great Northern will build its own tracks upon the right of way of the Texas & Pacific, after effecting a junction with that line, so as to have its own route into New Orleans. The line will run east from Beaumont, paralleling the Southern Pacific to St. Martin, whence it will run direct to Paincourtville, and thence to Donaldsonville.

### Large New B. & O. Pier.

The Baltimore & Ohio Railroad Co. will, it is understood, soon begin work upon its projected improvements at its Locust Point terminals in Baltimore. A new steamship pier 800 feet long, 148

feet wide and 50 feet high, with two floors, is to be built for use in connection with the vessels of the North German Lloyd's Steamship Co. It will be at right angles to the present piers, Nos. 8 and 9, and is of about double their combined capacity. On one side of the new pier there will be dock space for its entire length, and on the other for 600 feet, with thirty-two feet depth of water. Passengers will board and leave the steamers from the upper floor of the pier. This is the beginning of improvements by the railroad company at Locust Point, which are to cost about \$1,000,000. The old piers will be removed after the new structure is finished.

### Nashville to Clarksville.

Concerning the proposed electric railway from Nashville to Clarksville, Tenn., Mr. M. E. Moore writes from Pleasantview to the Manufacturers' Record as follows:

"A movement is on foot, headed by a few earnest men from this section of country, to construct this road. It will run through one of the most productive parts of the State, and connect two of its largest cities. The cost of construction will be a minimum because one-half of the way is already graded and piked, and the other half is level.

"The route is known as the ridge route between the two towns, because it is on a divide between two rivers, and is, therefore, without hills or valleys. The ridge country traversed is very productive, especially in tobacco and wheat. It is thickly settled. The people are fine farmers, and are very anxious for transportation. There is a good chance for land speculation along ten miles of the way."

An effort is being made to get capital interested in the plan.

### St. Louis & Northwestern.

Mr. J. G. Gallimore, secretary of the St. Louis & Northwestern Railroad Co., recently incorporated, writes from Salisbury, Mo., to the Manufacturers' Record as follows:

"The new road is to run through a very rich section of country. Much wheat, corn and cattle are raised, and there is good coal. It is to go from Brookfield to Marcelline, Salisbury, Armstrong, Fayette, Columbia and Fulton, and thence to a point on the Missouri, Kansas & Texas Railway. A permanent survey is shortly to be made. The promoters feel assured that the road will be completed in less than a year from this date."

The line will be more than 100 miles long.

### Locomotives on Wooden Rails.

The Carolina Tramway Co., recently incorporated at Cheraw, S. C., is owned by William Godfrey & Co. of that place, who write to the Manufacturers' Record as follows: "This tramway we use for logging purposes, hauling lumber from our mills to the railroad. We do not propose handling any lumber except for ourselves, who are sole owners of the same. We had it incorporated on account of getting rights of way, etc. We will operate steam locomotives on wooden rails. The tracks will be temporary, as we will move them when we get through sawing at each location."

### Millen & Southwestern.

The Millen & Southwestern Railroad, according to a report from Savannah, Ga., will soon lay track on its extension, as the rails have been landed at that port. The extension is from Stillmore to Vidalia, twenty-one miles, and will connect with the Seaboard Air Line. It is also stated that another extension thirty-five miles long is to be built east from Millen

to Haga Slaga Landing, on the Savannah river, the line running through the richest farming section of Screven county via Sylvania. To provide for these extensions \$800,000 of bonds are to be issued.

#### Surveys for an Electric Line.

A new electric railroad project is reported from Columbia, Mo. W. H. Chase of New York and W. B. Cauthorn, his chief engineer, with a corps of assistants, have, it is stated, gone to Glasgow, Mo., to begin the survey, which will extend about 100 miles, starting at Glasgow and running via Fayette, Harrisburg, Columbia, Fulton, New Florence and Troy to a point on the Mississippi river. Mr. Chase is quoted as stating that if he finds that the road can be built for \$15,000 per mile he has assurances that the money will be ready to build it.

#### Nearly \$6,000,000 for Rails.

The Pennsylvania Railroad Co. has, according to a report from Philadelphia, placed orders for 207,000 tons of steel rails for delivery next year. The order is distributed as follows: United States Steel Corporation, 110,000 tons; Cambria Steel Co., 38,500 tons; Pennsylvania Steel Co., 38,500 tons; Lackawanna Iron & Steel Co., 20,000 tons. While the price is not announced, it may be noted that at \$28 a ton, this year's figure, the cost of the order amounts to \$5,796,000. The order is larger than that given last year.

#### A Carolina Electric Road.

Advices from Summerville, S. C., quote President Robert J. Smith of the Magnolia Traction, Light & Power Co. as saying that the proposed electric line from Charleston to Summerville will be built immediately and put in operation by December. Rights of way are now being secured. It is stated that the road will be well built and laid with 80-pound rails. The power plant will probably be situated at Summerville, and will cost not less than \$100,000. The cars are to be seventy feet long.

#### Reported Plan for Big Shops.

Dispatches from Louisville, Ky., report that the Louisville & Nashville Railroad Co. proposes to build general shops in South Louisville, which will cost about \$1,000,000, and that plans are now being prepared. It is also reported that the expenditure for this improvement has been authorized, and the work of construction will soon begin.

#### Railroad Notes.

The Memphis Street Railway Co. has, it is understood, placed an order for twelve new cars, six to be motor cars and six trailers.

Advices from Nashville state that the Tennessee Central Railroad has closed an option on 150 freight cars to be delivered immediately.

Grading is in progress on the Mt. Rogers & Eastern Railway in Grayson and Carroll counties, Virginia, about 300 men being at work.

Conferences are being held at St. Louis between railroad men and the exposition officials concerning a plan to organize a world's fair terminal company to handle freight to and from the site of the exposition.

Orders have been placed by the Cincinnati, New Orleans & Texas Pacific Railway for 200 box cars, 300 hopper-bottom coal cars, 125 drop-bottom coal cars, 150 ore dump cars and 50 coke cars, making a total of 825 cars.

Rev. Dr. W. T. Lowrey, president of Mississippi College, at Clinton, Miss., writes to the Manufacturers' Record de-

nying the report that the board of trustees is interested in a plan to build an electric railway from Jackson to Clinton.

A dispatch from Lexington, Ky., says that J. P. Nelson, assistant engineer of the Chesapeake & Ohio Railway, has accepted the position of chief engineer of the Richmond, Fredericksburg & Potomac Railroad, with headquarters at Richmond.

Mr. George E. Emmons writes from Washington, D. C., to the Manufacturers' Record confirming the report that he has purchased the Chevy Chase & Kensington Railway, and adds that he expects to make some necessary improvements in the line of cars.

Mr. C. E. Doyle, general manager of the Chesapeake & Ohio Railway Co., writes to the Manufacturers' Record, saying that the company has not purchased nor has it had any negotiations looking to the purchase of the Camden Interstate Electric Railway.

A dispatch from Vanceburg, Ky., reports that work is to be resumed on the Morehead & West Liberty Railroad. Eight miles of the line have been completed, but its entire length will be thirty-five miles. It will extend to the Morgan county coal fields.

Mr. C. F. W. Felt, chief engineer of the Gulf, Colorado & Santa Fe Railroad Co., writes from Galveston, Texas, to the Manufacturers' Record as follows: "This road has not signed any contract for nor does it contemplate construction of any line from Stoneham to Houston."

Mr. R. A. Dugan, assistant general manager of the Southern Railway Co., writes from Washington, D. C., to the Manufacturers' Record, saying that he is without knowledge regarding any plan to extend the South Carolina & Georgia Extension Railway from Marion to Johnson City, Tenn.

W. W. Kent, general manager of the Chattanooga Southern Railroad, writes from Chattanooga, Tenn., to the Manufacturers' Record, saying: "The matter of extension of this road south to a connection with the East & West Railroad is indefinite, and has merely been mentioned, and not decided upon."

Mr. H. B. Spencer, general manager of the St. Louis-Louisville lines of the Southern Railway, writes to the Manufacturers' Record regarding the proposition to build an extension from Harrodsburg, Ky., to Danville, Ky., saying that the matter is now under investigation. It has not been definitely decided whether it will be built.

The incorporation of the Carolina Tramway Co. is reported from Cheraw, S. C. The company proposes to conduct a general lumber and transportation business, and will build a railroad about thirty miles long, connecting with the Seaboard Air Line and also running to the line dividing Chesterfield and Lancaster counties.

The Central Texas Traction Co. has, it is understood, secured rights of way between Waxahachie and Ennis for the interurban line. J. T. Voss, right-of-way purchasing agent for the company, is quoted as saying that the track will be laid with 70-pound steel rails, and that the schedule time between the two towns will be twenty-five minutes.

Mr. W. G. Van Vleck, vice-president and manager of the Texas & New Orleans Railroad Co., writes from Houston, Texas, to the Manufacturers' Record as follows: "Nothing definite has yet been decided with reference to building a branch line to Sour Lake Springs, and it is not likely that any definite conclusion will be reached for some time."

## TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the Manufacturers' Record. We shall be glad to have such matter at all times, and also to have any general discussion relating to cotton matters.

#### The Cotton Movement.

According to the report of Col. Henry G. Hester, secretary of the New Orleans Cotton Exchange, the amount of cotton brought into sight during the ten months ended June 30 was 10,021,473 bales, an increase over the same period last year of 50,507 bales. The exports were 6,375,515 bales, an increase of 239,278 bales; takings by Northern spinners 2,032,915 bales, an increase of 125,424 bales; by Southern spinners 1,534,525 bales, an increase of 196,457 bales.

#### A \$200,000 Enlargement.

The management of the Easley Cotton Mills of Easley, S. C., has about completed arrangements to add an installation of 15,000 spindles and complement to its present plant. An expenditure of about \$200,000 will be made to effect the improvements. The company has been operating until now an equipment of 11,648 ring spindles and 320 looms in the production of four-yard sheetings, using steam for power. J. M. Greer is president.

#### Using Oil as Fuel.

Maginnis Cotton Mills of New Orleans, La., has introduced the use of Beaumont oil as fuel. The company consumes about ninety barrels of oil a day, piping the liquid directly into the mill from pipe lines reaching New Orleans from the Beaumont district. The manager has stated that by substituting oil for coal the company has banished cinders and smoke and saves about 30 per cent. on the cost of fuel. This is a \$475,000 mill.

#### Brogan Cotton Mills.

Brogan Cotton Mills of Anderson, S. C. (announced in May at some length in this department), has completed arrangements for all its contracts. The work of construction will be begun at once and pushed to completion as early as possible. C. R. Makepeace & Co. of Providence, R. I., are the architects in charge, and the completed plant will have 25,000 spindles and 800 looms. The company is capitalized at \$500,000.

#### A \$50,000 Knitting Mill.

It is proposed to establish at Tryon, N. C., a plant for the manufacture of ladies' cotton underwear. A building 40x100 feet in size will be required, its size being sufficient to permit doubling the capacity when desired. About \$50,000 will be invested at the start, and seventy-five hands will be employed. A. D. Beaton is promoting the enterprise.

#### Textile Notes.

Spalding Cotton Mills of Griffin, Ga., has declared a dividend of 10 per cent., besides adding a considerable sum to its surplus fund.

H. C. Townsend Cotton Mill of Anderson, S. C., reported at length last week, will invest \$25,000, and since awarding contracts expects to double the plant before the year expires.

Inman Cotton Mills, Inman, S. C., has completed its building and is rapidly installing equipment of textile machinery. There will be 2000 spindles and 450 looms,

all driven by electricity. The investment is \$50,000.

Union (S. C.) Cotton Mills has declared an annual dividend of 3½ per cent. on common stock, which amounts to \$21,000. Lockhart Mills of Lockhart, S. C., has declared a semi-annual dividend of 3 per cent., amounting to \$18,000.

Announcement of the Ninety-Six Cotton Mills of Ninety-Six, S. C., was fully made recently. J. E. Sirrine of Greenville, S. C., architect and engineer in charge, has now let contracts for all buildings and machinery required. The equipment will include 10,000 spindles and 280 looms, manufacturing about 4000 pounds of fine sheeting daily; 150 operatives employed.

Coolmees Cotton Mills, Coolmees, N. C., has appointed Jas. E. Coburn superintendent of its plant. Mr. Coburn retires from the superintendency of Hickman Mills at Graniteville, S. C. E. W. Thomas, present general superintendent of the Coolmees Company, will assume, in addition to his former duties, the duties of J. H. Webb, retiring secretary-treasurer.

It is proposed to build a cotton factory at Navasota, Texas, about \$200,000 to be invested. A movement is on foot to organize a company and have local investors supply \$100,000 of the needed capital. Propositions for such an enterprise are solicited from experienced cotton manufacturers, but no second-hand equipments would be considered. T. J. Felder can be addressed for information.

Plans and specifications have been completed of mill building for Pell City (Ala.) Manufacturing Co., fully reported several months ago. The structure will be of brick and concrete, one story high, 224 x 640 feet, and an equipment of 12,000 spindles and 360 looms is proposed. The Ramsay-Reilly Engineering & Construction Co., 2024 First street, Birmingham, Ala., has charge of the erection of this \$500,000 plant, and is asking bids on the erection of the building.

It is stated that a Philadelphia syndicate will invest \$1,000,000 in the establishment of a knitting plant for the production of hosiery and underwear at West Point, Va. Names of the interested parties have not been announced as yet, but it is known that plans and specifications for the mill and equipment are being prepared. The two main buildings will be 50x30 feet and 50x120 feet each, boiler-house 40x40 feet, with space for 500-horse-power boilers. The machinery will be driven by electricity. Paper boxes in which to pack the product will also be made. West Point investors will also be interested.

#### QUOTATIONS OF COTTON YARNS.

By Buckingham & Paulson, New York, Philadelphia and Chicago.

July 8.	
No. 10s-1 and 12s-1 warps.....	13 1/2 @ 14
No. 14s-1 warps.....	14 @ 14 1/2
No. 16s-1 warps.....	14 1/2 @ 15
No. 20s-1 warps.....	15 @ 15 1/2
No. 22s-1 warps.....	15 1/2 @ 16
No. 26s-1 warps.....	16 @ 16 1/2
No. 6s to 10s yarn.....	13 1/2 @ 14
No. 12s-1.....	14 @ 14 1/2
No. 14s-1.....	14 1/2 @ 15
No. 16s-1.....	14 1/2 @ 15 1/2
No. 20s-1.....	15 @ 15 1/2
No. 22s-1.....	15 1/2 @ 16
No. 26s-1.....	16 @ 16 1/2
No. 8s-2 ply soft yarn.....	13 1/2 @ 14
No. 10s-2 ply soft yarn.....	14 @ 14 1/2
No. 8s-2 ply hard.....	13 1/2 @ 14
No. 10s-2 ply hard.....	14 @ 14 1/2
No. 12s-2 ply.....	14 1/2 @ 15
No. 14s-2 ply.....	14 1/2 @ 15 1/2
No. 16s-2 ply.....	15 @ 15 1/2
No. 20s-2 ply.....	15 1/2 @ 16 1/2
No. 22s-2 ply.....	16 @ 16 1/2
No. 26s-2 ply.....	16 1/2 @ 17
No. 30s-2 ply.....	17 @ 17 1/2
No. 36s-2 ply.....	17 1/2 @ 18 1/2
No. 40s-2 ply.....	18 @ 18 1/2
No. 8s-3, 4 and 5 ply.....	13 1/2 @ 14
No. 20s-2 ply chain warps.....	15 @ 15 1/2
No. 24s-2 ply chain warps.....	17 @ 17 1/2
No. 26s-2 ply chain warps.....	17 @ 17 1/2
No. 30s-2 ply chain warps.....	17 @ 17 1/2
No. 16s-3 ply hard twist.....	14 1/2 @ 15
No. 20s-3 ply hard twist.....	15 @ 15 1/2
No. 26s-3 ply hard twist.....	16 1/2 @ 17

Market dull, with prices nominal.



## COTTONSEED OIL.

This department is open to the full and free discussion of trade topics and practical questions, and contributions are invited from men who are identified with this industry. Items of news are always acceptable.

## BUILDING COTTON-OIL MILLS.

## Developments in the First Six Months of This Year.

Paralleling in note the growth of the cotton-manufacturing industry of the South is that industry which has been created during the past twenty years through a utilization of the various products of cottonseed. It was only about a quarter of a century since that cottonseed was considered largely as refuse, and either burned as such on the ground or used as fuel. Those who are cognizant of the facts in connection with the cottonseed industry know that it has developed from forty oil mills and a capitalization of \$3,500,000 in 1880 to an investment of about \$12,500,000 in 1890 and to about \$30,000,000 capital in 1901. A year ago there were 500 oil mills, but these have been rapidly added to until now they number close to 600, and still continue to increase very rapidly.

During the six months of this year ending June 30 there was more activity in the organization of new mills than in any previous like period of the industry's history. For instance, there were 117 new mills reported in Alabama, Arkansas, Georgia, Florida, Kentucky, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee, Texas, Indian Territory and Oklahoma Territory. The total capital announced for these companies and for a few enlarging mills amounted to \$5,255,000. This enables one to form a definite idea as to the progress of this industry.

One feature of this year's progress is the entrance of Messrs. Proctor & Gamble, the well-known soap manufacturers of Cincinnati, Ohio, into the industry. That firm is investing hundreds of thousands of dollars in the equipment of oil mills throughout the South. They will utilize a great deal of the product for production of various lines of commodities at their Cincinnati factories. The Southern Cotton Oil Co. is also adding a number of mills to its already numerous plants. Another feature is the Mutual Cotton Oil Co., chartered under Dakota laws by G. N. Henson of Chattanooga, Tenn., and his associates, to operate a number of mills in the South and West. Another feature is the Independent Refining Co., capitalized at \$50,000, which will build at Charleston, S. C., a plant to refine oil from independent mills. This company expects to handle 60,000 barrels of oil during this first season. The following table gives a bird's-eye view of the progress of six months of 1902. It will be noticed that Georgia leads, with an investment of \$725,000; Mississippi is a close second, with \$700,000; then come Texas, \$540,000; North Carolina with \$410,000, Tennessee with \$375,000, Alabama with \$300,000, in the order named, and the several others:

COTTONSEED-OIL MILLS.		
State.	No. of new mills.	Capital.
Alabama.....	11	\$535,000
Arkansas.....	3	335,000
Georgia.....	30	885,000
Florida.....	1	100,000
Kentucky.....	1	50,000
Louisiana.....	7	465,000
Mississippi.....	19	860,000
North Carolina.....	11	500,000
South Carolina.....	4	110,000
Tennessee.....	4	375,000
Texas.....	12	540,000
Indian Territory.....	3	210,000
Oklahoma Territory.....	6	240,000
Total.....	117	\$5,255,000

## Russian Cottonseed.

Mathien de Vicouline of St. Petersburg, who is manager of the cotton department

of the Czar's personal domain in Russia, is in the South studying the operations of cottonseed-oil mills with a view to the introduction of the industry into Russia, where cottonseed has heretofore been used merely as cattle feed. He is accompanied by Walter Stendel of Moscow, who is at the head of one of the largest cotton mills of that city. It is thought that the visitors, after a thorough study of the operations of Southern mills, will buy in this country the necessary machinery for shipment to Russia.

## Cottonseed-Oil Notes.

The Yoakum Cotton Oil Manufacturing Co. of Yoakum, Texas, has filed an amendment to its charter, increasing its capital stock from \$35,000 to \$50,000.

From October 1, 1901, to July 1, 1902, twenty-two new cottonseed-oil mills have been incorporated in Mississippi, and will commence operations for the season of 1902-1903.

The Hattiesburg Oil Co. of Hattiesburg, Miss., with a capital stock of \$50,000, has been chartered. The incorporators are J. S. Turner, H. L. Foote, H. C. Groer, B. D. Moore, J. P. Cox and others.

The Tensas Cotton Oil & Manufacturing Co., with a capital of \$50,000, was organized last week at St. Joseph, La. The officers of the company are J. C. Hamilton, president; Joseph Curry, vice-president, and W. M. Davidson, secretary and treasurer. The construction of a modern 60-ton mill will be commenced at once and completed in time for business in September.

The Transatlantic Trading Co. of Galveston, Texas, reports the shipment of cottonseed products for the fiscal year just closed as follows: Shipments of cottonseed meal from Galveston, 120,455 tons, and of cake, 29,204; shipments of cottonseed meal from New Orleans amounted to \$3,380 tons, and of cake, 126,120; total cake and meal, Galveston, 149,760 tons; New Orleans, 209,500 tons.

It is stated that a New York syndicate represented by Thomas Burbridge has secured control of the cottonseed-oil mills in the Indian Territory, Oklahoma, and eight of the big mills in Northern Texas. The sale is said to include the mills at Muskogee, Checotah, Eufaula, Durant, Ardmore, Purcell and Chickasha, in the Indian Territory; Shawnee, Oklahoma City, Chandler, Stroud and Norman, in Oklahoma. The mills secured in Texas are not defined.

The exports of cottonseed products from New Orleans, La., for the fiscal year ending June 30, 1902, and the previous year were as follows: Cottonseed cake and meal 497,808,179 pounds, valued at \$5,262,508, against 507,294,109 pounds in 1901, valued at \$5,294,121, decrease in 1902 amounting to 9,395,930 pounds. Cottonseed oil exported in 1902 amounted to 7,401,449 gallons, valued at \$2,774,584, against 12,922,036 gallons in 1901, valued at \$3,920,774, being a decrease in 1902 of 5,430,587 gallons, valued at \$1,146,190.

The foreign shipments of cottonseed products from the port of Galveston for the fiscal year ending June 30, 1902, as reported by Messrs. Fowler & McVitie, shows that this firm during the year shipped 53,089 tons of cottonseed cake and meal, and 46,089 barrels of cottonseed oil. The foreign shipments of cottonseed cake and meal from Galveston covering the transactions of all agents amounted to 149,547 tons for the season of 1901-1902, and for the previous season of 1900-1901 the shipments were 245,129 tons.

The following are the official quotations of cottonseed and cottonseed products as

posted at the New Orleans Cotton Exchange on the 7th inst.: Prime refined oil in barrels, 43 cents per gallon; off refined oil in barrels, 42 cents per gallon; prime crude, loose, 36 cents per gallon; prime cottonseed cake, \$27 per ton of 2240 pounds; off do., nominal; prime cottonseed meal, \$27 per ton of 2240 pounds; off do., nominal; soap stock, none; linters, per pound—A, 3½ cents; B, 3¼ cents; C, 3¼ cents; cottonseed in sacks delivered in New Orleans, \$16 per ton of 2000 pounds; in bulk delivered in New Orleans, \$15 per ton of 2000 pounds.

A meeting of the committees from the Interstate Crushers' Association, the Texas Crushers' Association and the executive board of the Interstate Association was held last week in Memphis, Tenn., to perfect plans for a mutual fire insurance company to carry all cotton-oil-mill risks. The members of the committees spent the entire day going over the various plans, and the result of the session was the appointment of a board of twenty directors, which board will meet again within two weeks at Memphis or New Orleans for the purpose of deciding upon a plan to carry out the terms of the mutual agreement. The committee which was named to serve as directors for the company was as follows: G. N. Henson of Chattanooga, A. E. Thornton of Atlanta, W. C. Proctor of Cincinnati, J. B. Boles of Houston, Texas; E. S. Ready of Helena, Ark.; T. P. Sullivan of Alexandria, La.; John A. Lewis of Meridian, E. T. George of New Orleans, A. H. D. Perkins of Memphis, H. P. Johnston of Memphis, Jo W. Allison of Ennis, Texas; F. H. Bailey of Paris, Texas; F. W. Madden of Tyler, Texas; J. J. Culbertson of Paris, Texas; M. E. Singleton of Fort Worth, Texas; E. M. Durham of Vicksburg, T. M. Snedec of Vicksburg, R. A. Allison of Winona, Miss.; H. M. Jones of North Carolina and I. T. Dargan of Atlanta.

The ninth annual meeting of the Oil-Mill Superintendents' Association was called to order at Galveston, Texas, on the 1st inst. by President R. H. Schumacher of Navasota. After an address of welcome by the president of the Galveston Business League, President Schumacher read his annual address. The paper dealt with the relation of superintendents of oil mills to their work and employes, and with the manner in which mills should be managed. The paper was practical, and full of interest to men in that line of work. After the reading of the minutes of the previous meeting Mr. Edward L. Johnson of Nashville, Tenn., delivered an address, his subject being "Cottonseed-Hull Meal." It treated of the manner in which meal is now handled, and the improvements made in the last few years. At the second day's session the first paper read was that on "Fuel Oil vs. Coal, Saving, Increase of Horse-Power, Output and Safety of Boiler, and How Used," by Mr. Folliard of Paris. A paper was read by Mr. H. J. Thiessen, entitled "Why Will Press Boxes Get Out of Shape, the Cause of It, and How It Can be Avoided." At the third day's session the proceedings opened with the reading of a paper by Mr. Parkhouse, "Relation of Employee and Employer." "Oil as Fuel" was discussed by Mr. F. I. Spalding of Houston; "Linting and Separation" was discussed by Mr. R. B. Latting of Purcell, I. T. Other papers of interest were read, and the general features of the cotton-oil industry discussed. The election of officers resulted in R. H. Schumacher of Navasota being re-elected president by acclamation; Mr. Gus Bumgarten of Schulenburg, vice-president; Mr. W. B. Wilson of San Marcos, secretary and treasurer. The next place of meeting is to be at Sherman if found practicable, the meeting to occur not later than June 15, 1903.

## LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

## LUMBER MARKET REVIEWS.

## Baltimore.

Office Manufacturers' Record,  
Baltimore, Md., July 9.

The occurrence of the national holiday has had the effect of diminishing the volume of business in the local lumber market during the past week. Manufacturers and dealers took advantage of the interval between Thursday evening and the Monday following, devoting the time to recreation. The general tone of trade, however, continues very satisfactory, and there is a good demand current for all desirable material offered. Receipts of all kinds of lumber are moderate, and stocks on hand in some cases are not well assorted. The demand from builders, yardmen and others has been fairly active, and prices continue to show a hardening tendency in some cases. North Carolina pine continues to show a satisfactory tone as to prices and demand. White pine is firm for most grades, with the demand moderate and supply ample for all requirements. Cypress is steady, with a good demand for the Gulf product, and stocks arriving generally in good order. Poplar continues to show a strong tone, and the demand from furniture manufacturers and others is active. In all hardwoods the situation shows improvement, and throughout the general list values are generally firm for all desirable stock. Dry lumber at hardwood mills in West Virginia and other sections is scarce, and prices firmer. The export trade continues light, and berth room on steamers somewhat scarce. There is, however, better advices from European ports, and it is expected that business during July and August will show up better.

## Charleston.

[From our own Correspondent.]  
Charleston, S. C., July 7.

The month of June proved to be one of the most active of the year, and the volume of business in all lines of the lumber industry of this section was very satisfactory. The demand from the usual sources has been steady, and the market firm as to values, especially in the better grades of lumber. So far the business of this year has been greatly in excess of last, and from the following figures the showing presented is very creditable. The coastwise shipments from September 1, 1901, to July 4, 1902, aggregated 64,888,697 feet, and foreign shipments 2,484,000 feet, or a total of 67,372,697 feet, against 40,834,270 feet coastwise and 888,000 foreign for the same period in 1900-1901. Of the coastwise shipments for 1901-1902, New York took 36,742,832 feet; Philadelphia, 19,350,000 feet; Boston, 3,041,840 feet; Baltimore, 535,000 feet, and other United States ports, 5,219,025 feet. The shipments for the week just closed aggregate over 3,000,000 feet. At all milling sections adjacent to this port matters are unusually brisk, and mills throughout this section have all the business they can handle. In both yellow pine and cypress there is a good demand, and the business in hardwoods shows a marked increase. At Georgetown all the large mills are working up to their full capacity, and shipments for June were unusually heavy. Freights continue steady, with a fair offering of desirable tonnage. Rates to New York \$5.25, Boston \$5.50, Baltimore \$4.87½, and Sound ports \$5; crossties to New York 14½ cents. The opening of the new steamship line between this port and Central America by the Fruit Dispatch Co. of New York is looked upon

here as a great benefit to the port. The first vessel of the new fleet will arrive here on Thursday next from Port Limon, Costa Rica, and regular weekly sailings will be established. It is thought that this line will handle a very large amount of freight from Charleston.

#### Savannah.

[From our own Correspondent.]

Savannah, Ga., July 7.

A fairly active market has been the rule during the past week in local lumber circles. There is a good demand for lumber from Western sources, and the output of several large mills has been going forward for some time past to those sections. The inquiry from Northern markets is still brisk, as shown by weekly shipments by steamer and sail. During the past week the shipments amounted to 3,200,000 feet for New York, Philadelphia and Baltimore. At all milling sections the activity previously noted continues, and orders are on hand sufficient to keep most of the mills busy for thirty to sixty days. Prices in the open market continue to rule very steady, and throughout the general list of grades and dimensions there seems to be a hardening tendency. The cross-tie industry continues to attract attention, the demand being quite brisk, especially in the Brunswick section. The situation at Brunswick continues very satisfactory, and at the close of the fiscal year a substantial business is reported in all avenues of the lumber and timber industry. In foreign lumber exports for the fiscal year ending June 30, 1902, the total reached 35,348,464 superficial feet, comprising 6,003,000 feet of lumber, 158,504 feet of timber, boards, etc., 19,581,500 feet, joists and scantling 1,883,000 feet, and cross-ties 7,632,460 feet. The coastwise shipments by steamer for the fiscal year were 35,740,054 feet to New York and 13,779,211 feet to Boston. The coastwise shipments by sail tonnage is not yet reported for the year, but when full statistics of the port are attainable the report will be a most creditable one. Reports from Darien are very encouraging; receipts of timber and lumber for June were heavy, and shipments quite liberal, the foreign trade being unusually active.

#### Jacksonville.

[From our own Correspondent.]

Jacksonville, Fla., July 7.

The volume of transactions during the month of June in the various avenues of the lumber industry at this port was much greater than for any month so far of the present year. The market has shown considerable activity, and the demand good for the better grades of lumber and other wood products. At all saw-mills in this section orders are plentiful, mills having all they can do to satisfy the demand. Prices are generally very steady, and millmen, as a rule, are firm holders, refusing to make concessions in order to effect sales. As to the general business of the port for June, the custom-house reports seventy-three vessels as crossing St. John's bar, representing a tonnage of 90,997. The lumber shipments from this port for the month of June amounted to 11,133,734 feet, of which 674,734 feet were shipped to foreign ports, while 10,458,000 feet, including 325,000 feet of cypress and 10,133,000 feet of yellow pine, were shipped coastwise. During the month of June, 1901, shipments of lumber, both foreign and coastwise, amounted to 11,935,579 feet, an excess of nearly 803,000 feet over shipments of June, 1902. The cross-tie industry shows up in good form, and there is considerable business in this line, the demand being generally brisk. Shipments of cross-ties for June amounted to 21,100, and of shingles 2,700,000. The tonnage of the port

is increasing, and with projected harbor improvements both steamer and sail tonnage will be of greater volume when deeper water is secured. The Clyde Line steamers are having a good carrying trade out of this port, and on every trip carry their full complement of lumber and other wood products. An important meeting of Florida lumbermen will be held in this city tomorrow. The meeting is called for the purpose of considering the rules of inspection of yellow pine with a view to making desirable changes. The meeting will be largely attended, and the questions to be discussed are regarded as of the utmost importance to manufacturers.

#### Mobile.

[From our own Correspondent.]

Mobile, Ala., July 7.

The outward movement of timber from this port continues, and of as liberal volume as at any time during the present year. Stocks on the market are quickly absorbed by steamers awaiting cargoes. During the past week 354,861 cubic feet of sawn timber and 17,907 cubic feet of hewn left the port for the United Kingdom. The market for sawn timber continues firm, with values a shade higher. Sales are reported of one lot 32½ cubic feet average at 17 cents, the market quotations at the close being 16½ to 17 cents per cubic foot. Hardwoods are active and higher, oak timber being quoted strong at 20 cents, and poplar at 18 cents per cubic foot. There is a good lumber trade in progress, and manufacturers have more business than they can handle. Several companies at nearby Mississippi towns are declining business, as they have orders which will take them fully ninety days to fill. Receipts of pine logs, as well as of other timber, continue light, as the upper rivers and streams are too low. Logs are selling freely at from \$7 to \$11, as to quality. At Pensacola the stock of sawn timber held at Ferry Pass has been much reduced by recent shipments, and receipts continue very light. A number of vessels are in port awaiting cargoes, and it is expected that July will be a lively month among local millmen. Shipments of lumber from Mobile from September 1, 1901, to July 5, 1902, amounted to 2,228,093 feet, and for the season 84,851,623 feet, against 96,786,847 feet last year. Freights continue steady, with rates unchanged.

#### Beaumont.

[From our own Correspondent.]

Beaumont, Texas, July 7.

July started off locally with a considerable shifting of prominent local officials in the Kirby Lumber Co. Mr. B. S. Woodhead, who had been acting as assistant to Mr. Sam T. Swinford, the general sales agent, resigned to accept the vice-presidency of the Keith Lumber Co. of this city. Mr. Ray Wiess, who has been acting as local sales agent for the company, was promoted to the place vacated by Mr. Woodhead, and Mr. D. E. Chapin was given Mr. Wiess' position, while Mr. Jerome Swinford was given the title of sales manager here, succeeding Mr. L. E. Ingram, who resigned to accept an important place with Turner & Nabers. Perhaps the most important item for the week just past was the changing of the name of the J. F. Keith Co. to that of the Keith Lumber Co. and the announcement in an unofficial way that the new concern would start the immediate construction of a large saw-mill on the 29,000 acres of long-leaf yellow pine that it has recently purchased. Mr. Keith was one of Beaumont's leading lumbermen up to the time of the Kirby purchase, and since then he has been looking rather after personal affairs and a large brick building which he has been erecting. Mr. Woodhead was one of the charter members of

the concern, and thus returns to take up the business that he helped to launch. The Bartholomew Lumber Co.'s band-saw mill in the south end started this week, and is now turning out for the first time an excellent grade of band-sawed long-leaf yellow pine. The starting of this plant is going to be a great help to the local situation. There are still all kinds of demands for lumber here, and the trade for the city is running along at about a 4,000,000 a month gait. Prices throughout the State show a better tone than for several weeks, due to the heavy rains which have fallen in most localities and the consequent betterment of crop conditions. The call for yard and planer stocks is only fair. Ties and timbers for railroad use continue in demand, with prices remaining firm all the way through.

#### Lumber Notes.

Shipments of lumber from the port of Fernandina for the month of June aggregated 11,955,543 feet, and of cross-ties, 46,171.

The plant of the Taylorsville Lumber Co. at Taylorsville, Miss., was destroyed by fire on the 29th ult. The loss is estimated at \$5000.

The United Lumber & Export Co. of Beaumont, Texas, filed an amendment to its charter last week, increasing its capital stock from \$100,000 to \$200,000.

The Saginaw Lumber Co.'s saw-mill at Saginaw, eight miles south of Malvern, Ark., was destroyed by fire on the 3d inst. The loss will probably amount to \$15,000, well protected by insurance.

The Sawyer & Austin Lumber Co. of Pine Bluff, Ark., will soon commence work on a \$100,000 box-manufacturing plant, to be located on the company's grounds in the western suburbs of that city.

Ground has been broken at Cheraw, S. C., for the erection of a veneer plant, and the buildings of the mill will be pushed to completion. The plant will be one of the largest concerns of its kind in the South.

The Conway Lumber Co. of Conway, S. C., has been chartered, with a capital stock of \$50,000, for the manufacture of lumber. The incorporators are D. W. Roper, president, and A. M. Burroughs, secretary.

The Horstmeir Lumber Co. of Baltimore, Md., has been incorporated, with a capital stock of \$36,000. The incorporators are John T. Galvin, Bernard J. Barrett, John R. Jors, James P. Leland and Beauregard Dobson.

The exports of wood products from the port of Pensacola for the month of June were as follows: Pitch-pine lumber and timber, 29,768,000 superficial feet; 7000 oak staves, 24,000 bundles of cypress shingles and 107,720 pounds of shuttle blocks.

The De Busk Lumber Co., operating on Stone mountain, Dickenson county, Virginia, and employing 500 hands, increased its working force on the 1st inst. by putting 300 extra hands to work. Two hundred will be employed in building tramways through the mountains over which to carry logs to the mills.

The Lunenburg Lumber Co. was chartered last week at Richmond, Va., with a capital stock of \$35,000, for the purpose of conducting a general lumber and timber business. The officers of the company are J. Clifford Miller, president; S. Russell Smith, vice-president; H. S. Winston, secretary; J. C. Smith, treasurer.

A location near the International & Great Northern depot at Houston, Texas, has been secured for the Reynolds Lumber Co., which proposes to start a wholesale and retail lumber, sash, door and blind business. The company has a capi-

tal stock of \$50,000, and owns a mill at Lufkin, Texas. The Houston yard will be open in about thirty days.

The management of the Cumberland Telephone & Telegraph Co. has decided to establish a creosote plant in Nashville, Tenn. Owing to the scarcity of cypress poles, the company has been considering some other method of obtaining durable material; hence the establishment of a creosote plant. The plant will employ about 100 men, and a site will be selected on the railroad. Nashville will be the headquarters.

It is stated that Mr. Charles D. Fuller of Kalamazoo, Mich., has purchased 33,000 acres of fine timber land in Western North Carolina on the Ocona Lufly river. Mr. Fuller is also negotiating for 45,000 acres in one body adjoining his purchase and occupied by the Cherokee Indians, from whom he will get a transfer of the property. It is his intention to develop the timber on a large scale and to establish saw-mill plants at a central point of the big acreage. He is to have flumes built to carry the lumber out of the mountains to the railroad and to the factory sites. The nearest railroad to the site is the Murphy branch of the Southern Railway.

It was reported in Houston, Texas, last week that the J. H. O'Donnell Investment Co. had sold to the J. F. Keith Lumber Co. of Beaumont, Texas, a tract of timber in Nacogdoches county comprising 29,000 acres of the finest long and short leaf pine in Texas. The land lies all in one body, and is admirably situated for logging. It is the intention of the company to manufacture the timber and market it at once. The consideration is said to be slightly in excess of \$175,000. The site for the saw-mill plant which the J. F. Keith Lumber Co. will erect has been selected, and will be located at the junction of the East Texas and Santa Fe railroads, on Pine Island bayou. It is estimated that there is 100,000,000 feet of timber on the land, about equally divided between short and long leaf pine.

The forestry bureau of the Agricultural Department has just completed a detailed examination of a tract of 150,000 acres of timber land lying along the Gauley, Greenbrier and Cherry rivers, in Webster, Pocahontas and Nicholas counties, West Virginia. The examination was made at the request of the Baltimore & Ohio Railroad, the owner of the land, which is after advice as to the best plan of disposing of the merchantable standing timber, which is said to be of great value. The investigation shows a fine quality of tulip, white and red oak, cucumber, hemlock and spruce, which the company has already begun to cut. In order to facilitate logging, a branch road is being built across this tract for getting the logs to the mills. It is believed the company will sell the land after the valuable timber has been removed.

It is stated that the Gennett-Ransom Lumber Co. has just been organized at Nashville, Tenn., with a capital stock of \$60,000, which will probably be increased later. The principal stockholders are Messrs. Nat Gennett, A. H. Gennett and Samuel B. Ransom of Nashville. The company has purchased 25,000 selected trees of poplar, ash and white pine, situated in Habersham and Rabun counties, Georgia; Jackson and Macon counties, North Carolina, and Oconee county, South Carolina. It is estimated that there are 35,000,000 feet of lumber in the lot of timber purchased. The timber purchased is scattered along the Tugaloo river and its tributaries. Where the Southern Railway crosses the river a big saw-mill will be established. The company will commence operations at once, and will work a large logging crew.



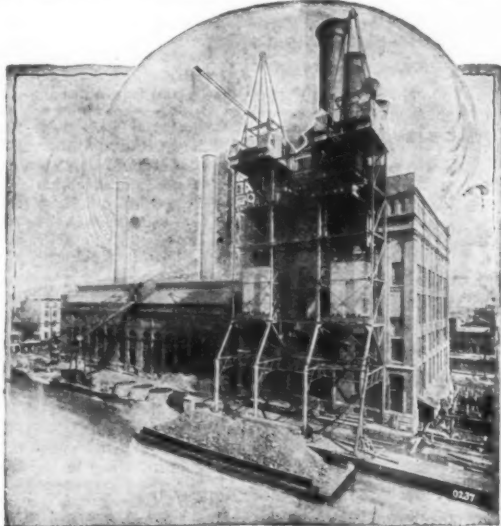
## MECHANICAL.

### A Metropolitan Power Plant.

After the various railway and electric companies of Baltimore were consolidated under one management, the United Railways & Electric Co. owned thirteen power-houses. It was impossible to obtain economic results from these isolated plants, hence a central station was designed, from which current is distributed for street-railway purposes throughout the city of Baltimore.

In the new boiler-house, now building, thirty-two 500-horse-power Babcock &

and closes the shovel, fills it with coal, hoists it loaded 151 feet over the tower and dumps the coal into a hopper at the front of the tower on the engine platform. The shovel is then lowered open to the coal, and is ready for another trip. An engineer and an assistant regulate the operations of the hoisting machinery from the second platform in the tower, the former controlling the hoisting-drum motor and regulating the speed and direction of rotation, the latter controlling the motor hoist, actuating the trolley on the boom. The shovel does not twist in hoisting or lowering, notwithstanding the great height of the hoist. The coal passes from



PRATT-STREET STATION AND COAL-HOISTING TOWERS.

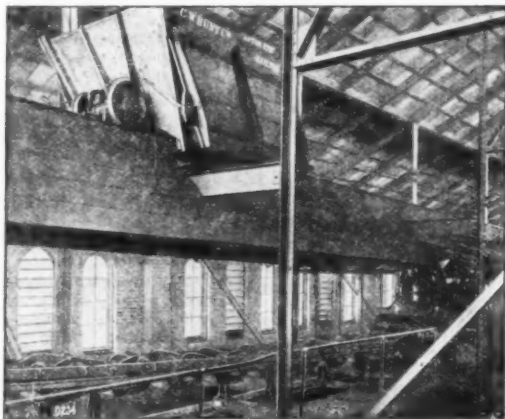
Wileox water-tube boilers are to be located on two floors, and in four sections. Four stacks 200 feet in height and thirteen feet inside diameter divide the entire building in two parts, with batteries on either side. Above the boilers are two coal-storage bins with a capacity of 6000 tons. Each bin is thirty-two feet wide, thirty-four feet deep and 128 feet long.

The arrangement of the plant necessitates raising the coal to a great height, which, together with a large fuel consumption, made the conditions most exacting.

On the east side of the boiler-house two

the hopper through a "Hunt" coal cracker, where the large lumps are broken to the proper size for automatic stokers. By means of a double-jawed cut-off valve the coal is fed into a "Hunt" automatic railway car, then weighed. After the car is pushed off the scales it passes to an inclined track over the bins, and is automatically discharged by a stop previously located at the point where the coal is needed. The inertia of the loaded car on the incline is stored in a counterweight, which, when the load is dumped, returns the car to the scale for another load.

The tower has a capacity of fifty tons



HUNT CONVEYOR AND MOTOR.

steel towers were built for hoisting coal, one of which has been equipped throughout, while work on a duplicate equipment is in progress. Each of the coal-hoisting towers is 183 feet high, and the horizontal booms, fifty-two feet in length, extend over the water. The one-ton shovel is lowered by means of a cable passing over a truck, which runs back and forth on the booms to the shovel below. The shovel hoist and boom truck are driven by electric motors geared to the hoisting drums.

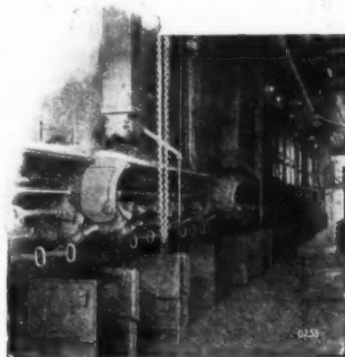
When the shovel descends to the coal in the barge the hoisting motor is started

of coal per hour. Recent records show that the hoist will deliver considerable more coal than the capacity given above. While the consumption of coal in a station of this size would probably be 100,000 tons per year, the coal-handling plant has a capacity of ten times that quantity of fuel taken from the boat and delivered to the storage bins.

Under each of the boilers is an ash hopper with a cut-off valve; the "Hunt" noiseless gravity bucket conveyor receives the ashes which descend into and are removed from the hoppers by gravity. The ashes are carried over the coal pockets

and dumped into a chute leading into ash bins in the tower; from thence they are removed by car or boat. This conveyor is 430 feet long, with a vertical lift of eighty-six feet, and is motor-driven. When carrying a load of ashes it requires but five horse-power to keep it moving, which is a demonstration of its mechanical efficiency.

No shoveling or manual labor of any kind is required in receiving, transporting



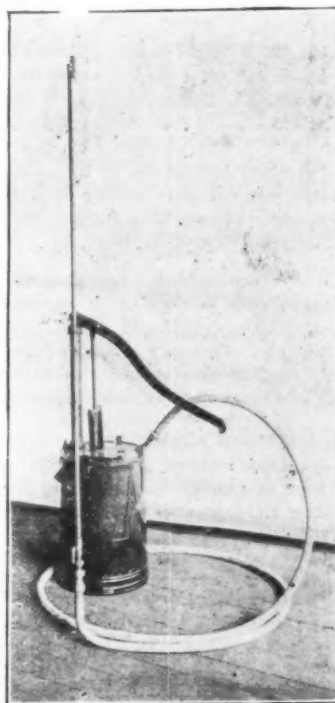
BOILER FRONTS AND COAL CHUTES.

or removing coal or ashes from this plant, and the machinery is as nearly automatic in its operation as possible. The Pratt-street station is a good example of what can be accomplished with "Hunt" coal-handling apparatus, and illustrates how the fuel and ashes of a metropolitan power-house are handled with maximum convenience and economy.

The C. W. Hunt Company, New York, designed and installed this plant; P. O. Keilholtz, Baltimore, consulting engineer.

### Oil-Paint Spraying Machine.

Attention is called to the oil-paint spraying machine now being introduced. It had been thought that compressed air alone could be used as an atomizing agent, thus limiting the scope of the machine to those who owned or who could



OIL-PAINT SPRAYING MACHINE.

afford to install an air-compressing machine.

The Wallace Supply Co., 56 Fifth avenue, Chicago, however, met this difficulty. A practical oil-spraying machine, portable, compact, and depending on no outside power, is said to be the result of its work along these lines.

The machine receives its power from a pumping lever operated by hand. Its

advantages are many. As compared with a capacity of twenty-five square feet per minute, at which this sprayer is rated, the fastest work of the best painter looks small indeed. Think of the time and labor saved.

The modern painter will spray easily, smoothly and quickly places absolutely inaccessible to the brush. On dusty spots he wastes no time at all. The rush of air drives the dust from the boards or brick, and the coating of paint settles smoothly and evenly in its place. A brick wall he paints as well and as quickly as a dressed board, using little, if any, more paint.

This oil-paint spraying machine is supplied with a tank agitator attached to the piston, which keeps the fluid in the tank in constant motion. Its construction is said to be excellent, and its valves especially adapted to this purpose.

It is necessary that all parts be strongly built, as a pressure of from 130 to 140 pounds is absolutely necessary for spraying the heavy, viscous oil paint.

### An Aid in Home-Building.

"Modern Dwellings and Their Proper Construction" is the title of an attractive brochure published by George F. Barber & Co., architects, of Knoxville, Tenn. It is designed to give practical help to persons who wish to build or beautify their homes, and the purpose is sustained in presenting floor plans of a convenient character and exterior designs of artistic merit in many prevailing and up-to-date styles. The designs and plans are prepared after long and practical experience. The firm does not make and sell stock plans, but develops every site from the ideas of its clients selected from its published works, and it encourages clients who desire its assistance to give it a rough pencil sketch of their ideas. The plans and designs published in this volume are for dwellings ranging in cost from \$20,000 to \$1500, each exterior design being accompanied with floor plans and with descriptive details of the interior and exterior of the home. Included in the illustrations are those of dwellings recently designed by the firm in States as widely apart as Wisconsin, Tennessee, Maryland, New York, Colorado, Kentucky, Nebraska, Iowa, Virginia, North Carolina, Massachusetts, Indiana, Texas, Canada, Illinois, Minnesota, Missouri, New Hampshire, Rhode Island, Ohio and Oklahoma. The firm has also issued "Homes and Barns," full of practical suggestions and dealing especially with buildings of small cost.

Chancellor R. R. Fulton of the University of Mississippi is making arrangements, it is announced, to have an expert examination made of the mineral resources of the State. The collection of minerals gathered by the expert will form a part of the Mississippi exhibit at the St. Louis Exposition in 1904.

The paper on "Power Plants of the Pacific Coast," read by Mr. F. A. C. Perrine before the New York Electrical Society, has been republished in attractive pamphlet form, with many half-tone illustrations of the equipment of the Standard Electric Co. and the Bay Counties Power Co.

The Chamber of Commerce of Durham, N. C., has been organized, with 300 members. Judge R. W. Winston is president; Messrs. W. A. Slater, J. D. Pridgen and J. Harper Erwin, vice-presidents; John C. Troy, secretary, and W. L. Wall, treasurer.

During the first six months of the year the sales in the Joplin (Mo.) district were 136,007 tons of zinc ore and 16,051 tons of lead ore, bringing \$4,565,349.

## PHOSPHATES.

## Phosphate Markets.

Office Manufacturers' Record,  
Baltimore, Md., July 9.

The volume of trade during the week has been lessened somewhat by the occurrence of the national holiday. The market, however, is generally quiet in tone, with moderate offerings, and fertilizer men not in evidence as to purchase to any extent. Prices rule steady, with holders generally firm in their views. The only charter reported for the week was the British steamer *Oaklands*, 1252 tons, from Fernandina to Ghent with phosphate rock at 12/9, July 10-25. From points of production in the South the reports continue unchanged from those reported in the previous week. The situation in Florida at mining points is encouraging, and the development of old deposits, as well as those recently opened, is being prosecuted with considerable enterprise. Shipments of rock from mines to the ports continue liberal, and the export movement from the Florida ports is of fair volume. Fernandina for the six months ending June 30 reports shipments of hard rock aggregating 81,245 tons, and Savannah for the same time 83,759 tons. Miners, both in the hard-rock and pebble section, are not disposed to make long contracts at present prices. The market at Mt. Pleasant in Tennessee is quiet, scarcity of labor operating against active development. Considerable rock, however, is being mined, and the general tone of the market is very steady, both for domestic and foreign rock. In South Carolina a quiet tone is present, and no unusual movement among miners. Shipments, both foreign and domestic, continue light, and stocks are generally held at market quotations.

## Fertilizer Ingredients.

In animal ammoniates the tone is quiet, with the market generally steady and no change in the general list. The demand from both Eastern buyers and Southern sources is light. Stocks of blood and tankage in the West are firmly held. Sulphate of ammonia and nitrate of soda are firm for near positions. Fish scrap is steady, with the catch at fishery stations reported light.

The following table represents the prices current at this date:

Sulphate of ammonia (gas)...	\$3 05	6 3 3/4
Nitrate of soda, spot Balto....	2 15	4 2 29
Blood	2 3 1/2	4 2 35
Azoline (beef).....	2 40	4 2 45
Azoline (pork).....	2 40	4 2 45
Tankage (concentrated).....	2 15	4 2 17 1/2
Tankage (3 and 30).....	2 35 & 10 1/2	2 37 1/2 & 10
Tankage (7 and 30).....	21 00	4 22 00
Fish (dry).....	27 50	4 30 00

## Phosphate and Fertilizer Notes.

The shipments of Tennessee phosphate rock from the port of Pensacola, Fla., for the month of June amounted to 4596 tons, all foreign.

The Monthly Bulletin of Fernandina places the estimated shipments of phosphate rock from that port for July at 25,000 tons.

The shipments of phosphate rock from the port of Fernandina for the month of June, 1902, aggregated 20,220 tons; previously reported 61,025 tons, making a total of 81,245 tons for the six months ending June 30, 1902.

The Southern Pharmaceutical & Chemical Co. of Louisville, Ky., has been incorporated, with a capital stock of \$50,000. The incorporators are William E. Turner, Robert E. Taylor and Samuel D. Baldwin, who own \$40,000 of the capital stock. The remaining \$10,000 is treasury stock.

Messrs. J. M. Lang & Co. of Savannah, Ga., reports the shipments of high-grade Florida phosphate rock from that port for the month of June, 1902, at 15,408

tons; previously reported 68,351 tons, the total shipments for the six months ending June 30, 1902, amounting to 83,759 tons. The steamship *Asworth* cleared on the 3d inst. for Hamburg with 2900 tons of rock, valued at \$29,000.

It is stated that Assistant State Geologist W. S. McCallie has discovered phosphate rock in Walker and Catoosa counties, Georgia. The phosphate is of a much lower grade than that found in Florida and in South Georgia, but it is stated that it can be used to advantage by farmers. It is of a light gray color, and the deposit is from three to four feet deep. Mr. McCallie will investigate in hopes of finding rock of a higher grade.

A conference was held last week at Greensboro, N. C., some thirty-five chair manufacturers and jobbers being present. In the party were representatives of the furniture trade from Philadelphia, Chicago, St. Louis, Boston, New York, Baltimore, Richmond, Pittsburg and other Northern cities, while Southern interests were represented by manufacturers from North Carolina, South Carolina, Tennessee and Georgia factories. The meeting was harmonious, and an agreement was reached which, it is said, will be of great benefit to manufacturers and jobbers, without hurting the retail trade. It is not denied that an advance of 10 per cent. in furniture will be made.

It is announced that the Thompson Lumber Co. of Grand Rapids, Mich., has acquired possession of a most valuable saw-mill property in Mississippi, together with about 23,000 acres of fine timber land. The saw-mill property is located at Boyle, on the Yazoo & Mississippi Valley Railroad, about 120 miles south of Memphis, Tenn. The mill has a capacity of 35,000 feet of lumber a day. The purchase was made by Mr. B. R. Thompson, a member of the company, from the bank at Friar's Point, and the transfer has been legally completed.

The transfer of the property of the Refuge Oil Mills at Vicksburg, Miss., to the Southern Cotton Oil Co. was effected last week. The Southern now owns four mills in Mississippi—the Refuge at Vicksburg, the Columbus Cotton Oil Co. at Columbus, the Planters' Mill at Greenville, and the new mill now building at Rosedale. The management of all these mills will be under Capt. E. M. Durham.

One day last week there arrived at New Orleans a train of forty cars loaded with 15,000 barrels of flour from Minneapolis, Minn., and the next day a train of thirty-five cars, 2100 tons of tobacco, arrived. Both trainloads were intended for export.

J. J. Felder of Navasota, Texas, writes to the Manufacturers' Record that he is anxious to interest outside parties in building and equipping a \$200,000 cotton mill in his town, Navasota to subscribe \$100,000 and the outside parties \$100,000.

It is announced that the Fruit Dispatch Co. of New York, which controls ninety-three freight and passenger steamers, has established a line between Central America and Charleston, S. C., the first vessel of which is to arrive this week.

The Pocahontas extension of the St. Louis, Memphis & Southeastern Railway has been opened for business. It is about forty-two miles long.

On the first day of this month shipment began from Pittsburg of 30,000,000 bushels of coal down the Ohio and Mississippi.

A Young Men's Business League has been organized at Woodruff, S. C., with Dr. S. A. Wideman as president.

## Southern Pacific's New Line.

A dispatch from New York says that it has been learned from an official source that the change long contemplated by the Southern Pacific in regard to through traffic will take effect on August 2. On and after that date through freight destined for the Southern Pacific Railroad will be sent by steamship to Galveston instead of New Orleans, thereby saving some 350 miles of rail transportation on a part of the railroad between New Orleans and Houston.

A large part of the extensive improvements begun about two years ago by the Southern Pacific to provide ample terminal facilities at Galveston, and upon which the company has to date expended something like \$2,000,000, are now completed.

It was stated from the same source that the New Orleans service would not be impaired.

## Arkansas &amp; Choctaw Deal.

It is reported from St. Louis that the St. Louis & San Francisco Railroad Co. has closed a deal for the purchase of the Arkansas & Choctaw Railway, projected to run from Texarkana, Ark., to Wichita Falls, Texas, a distance of about 250 miles. About 125 miles have been completed, and the line is open for forty-five miles. It will make a line nearly due west from Texarkana and crossing the Frisco's lines into Texas.

As it is, the line would be of great advantage to the Choctaw, but with an extension east it would afford a short line from the Memphis & Birmingham division to Texas points. B. F. Yoakum is president of the Frisco, office at St. Louis, and John Scullin, also of that city, is president of the Arkansas & Choctaw.

## TRADE NOTES.

Ball Engine.—The Fulton Light, Heat & Power Co., Fulton, N. Y., is installing a 400-horse-power engine purchased from the Ball Engine Co., Erie, Pa.

Twenty-Year Bonds.—Until August 1, 1902, bids for 20-year 6 per cent. gold bonds on the town of Oxford, Ala., issued to the amount of \$6000 and redeemable after ten years, will be received by W. A. Orr, mayor.

European Trip.—Mr. Harry A. Norton of Boston sailed July 2 for an extended European trip in the interest of the Norton ball-bearing works, the sale of which in some foreign countries has reached large proportions.

Generators and Motors.—The Crocker-Wheeler Company, Amherst, N. J., is doing an exceedingly extensive business this spring in direct-current machinery. This company has recently taken orders for 144 motors and eleven generators of all sizes and types.

Extensive Sales.—Recent heavy sales of iron and steel bars denote satisfaction on the part of the customers with the product of the Bourne-Fuller Company, Cleveland, Ohio. This company carries an unusually large stock of these materials always on hand.

Ice Plants.—The Sterling Iron Works, Springfield, Mo., has just booked two excellent orders, one for a 20-ton ice plant and a cold-storage system with a capacity of 30,000 barrels, the other for a 30,000-barrel cold-storage system to supplement a 25-ton ice plant installed earlier by the same company.

Reward of Excellence.—The exhibit of the American Steel & Wire Co., The Rookery, Chicago, at the South Carolina, Interstate and West Indian Exposition captured ten gold, four silver and four bronze medals. These medals of gold, silver and bronze represent the highest award in each class.

Removal of Headquarters.—The general offices of the National Association of Manufacturers has been removed from Philadelphia to 170 Broadway, New York, in the heart of the machinery district. Mr. Edward H. Sabin resigned as secretary, Marshall Cushing being elected to fill the vacancy.

Railroad Spikes.—Walter A. Zeinicker, 408 North Fourth street, St. Louis, has recently

added to his large stock 10,000 kegs of railroad spikes. In addition to his stock of spikes, Mr. Zeinicker also carries a general line of railway, mill and factory supplies, from which orders, large or small, can be promptly filled.

"Frisco" Notes.—The "Frisco" system has adopted electricity for cooling and lighting on its diners, cafe and chair cars. The "Frisco" system has been very progressive; this is but another step in its line of advancements. Travelers from the North and East through the Southwest during the heated term of summer will appreciate these improvements.

A Tramway Wanted.—Anyone having a second-hand overhead cable tramway about one and one-half miles in length and from three-quarters to one inch in size, and wishing to dispose of it, can probably do so by communicating with Carpenter & Wilson, Mt. Pleasant, Tenn., who would like to receive bids on cable tramway, even if not meeting these specifications.

Machinery Sales.—F. M. Hicks, 225 Dearborn street, Chicago, has recently taken the following orders for rebuilding: Six passenger coaches, two combination passenger and baggage coaches, ten box cars, fifty-five flats and one 15x26 freight engine. The Hicks Locomotive and Car Works, by whom this rebuilding is to be done, has been doing an excellent business this spring.

Cotton Oil.—State the lowest cash price against the bill of lading for which you are willing to submit bids on "off summer yellow cottonseed oil," packed in good petroleum barrels, c. i. f. Liverpool, England, f. o. b. Savannah, Ga., or at any other port, in lots of 100 tons. "Oil," care Manufacturers' Record, is prepared to receive bids on it in such quantities and under such conditions.

Fine Exhibit.—At the Convention of International Association of Fire Chiefs, to be held at the Grand Central Palace, New York city, commencing September 16, 1902, the Eureka Fire Hose Co., New York, will make practically the same exhibit as that displayed at the Pan-American Exposition, Buffalo, for which it was awarded a gold medal. This company will also have on exhibition six medals won at former exhibitions by the excellence of displays.

Enlarging.—To enable it to meet the demands of its expanding business, the Cleveland Pneumatic Tool Co., Cleveland, Ohio, will begin to build at once a much larger and more modern factory on Hawthorne and Second avenue. One hundred and fifty men will be employed in this establishment, machinery for which will be driven by electric power. This company has for some time been conducting a very extensive business in all kinds of pneumatic tools.

Westinghouse Notes.—The Continental Iron Works, Brooklyn, N. Y., builder of the famous "Monitor," has recently purchased a considerable addition to its electrical equipment. This addition, as well as the original plant, was installed by the Westinghouse Electric & Manufacturing Co., Pittsburg. The San Gabriel Electric Co., Los Angeles, Cal., recently purchased a 750-kilowatt two-phase Westinghouse generator, to be used for the lighting and power plant of Los Angeles.

Important Purchase.—The Standard Roller Bearing Co., Philadelphia, recently purchased the complete plant and equipment of the Roller Bearing & Equipment Co., Keene, N. H., and as soon as practicable will move the machinery and business to the new Philadelphia factory, now in course of erection. The purchase of this business, together with the recent purchase of the Grant Roller Bearing Axle & Wheel Co. of Cleveland, Ohio, will give the Standard Roller Bearing Co. a very large control over the roller-bearing field of the United States, both in equipment and because of the patents now owned by it.

Gone to Europe.—Mr. G. P. Altenberg, foreign manager of the J. A. Fay & Egan Co., No. 270-290 West Front street, Cincinnati, Ohio (large makers of woodworking machinery), has just left on his annual trip to Europe in the interest of his firm. He will also go to South Africa to establish agencies and appoint representatives. The termination of hostilities there has opened up a fine market for the products of the company, and with its usual activity it is losing no time in taking advantage of this opportunity. The address of Mr. Altenberg while in Europe will be No. 51 Wharton Road, Kensington, London, E. C., England, where he will be pleased to furnish any information desired concerning his line of machinery.



# CONSTRUCTION DEPARTMENT.

**THE MANUFACTURERS' RECORD** seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

\*Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery Wanted." In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the Manufacturers' Record.

It often occurs that the organization of a new company in a town is not known by the postmaster, and hence letters addressed to the company are returned marked "not known." The Manufacturers' Record reports the first organization of all companies, and our readers, in seeking to get into communication with them, should be very careful in deciding how to address them, and it is often advisable to add the names of one or more incorporators as an aid to the postmaster in delivering mail.

## ALABAMA.

Birmingham—Sewer Works.—Pennington Construction Co., Donaldson Construction Co. and C. M. Burkhalter & Co. each have contracts for sewer works, the cost of which will approximate \$300,000.

Birmingham—Ore Mining.—Incorporated: Falcon Ore Co., capitalized at \$30,000, to buy and develop iron-ore mines, coal lands, etc., by Morris Adler and E. J. Snyder.

East Bend—Gold Mines.—De Sota Gold Mining Association has leased 220 acres of land and optioned 368 acres of land, and will develop gold deposits.

New Decatur—Electric Plant.—J. T. Crass of Chattanooga, Tenn., and associates have franchise to construct electric-light and power plant.

Opelika—Ice Plant.—Opelika Ice & Cold Storage Co. will erect additional ice plant of twenty to thirty tons capacity.

Ozark—Oil Mill.—Kentucky Refining Co. will build a cotton-oil mill of fifty tons capacity.

Tusculum—Electric-light Plant.—J. T. Crass of Chattanooga, Tenn., and others will apply for electric-lighting franchise.

## ARKANSAS.

Augusta—Telephone Conduit System.—Southern Bell Telephone Co. has applied for franchise to construct underground conduits for its wires.

Jonesboro—Mercantile.—J. E. Burke & Co. have incorporated, with capital of \$25,000, by J. E. Burke, A. B. Jones, C. H. Davis and others.

Little Rock—Pearl-button Factory.—Embley City Button Works will build factory for pearl buttons; will erect shop 36x30 feet, store and vat building 32x108 feet, boiler-room 14x20 feet, and install 100 machines. J. W. Gaskill is preparing plans.

Little Rock—Publishing.—Incorporated: Advance Publishing Co., with capital stock \$5,000; Rev. T. W. O'Kelley is president; Rev. W. S. Roney, secretary, and T. J. Jackson, treasurer.

Marvell—Cotton Gin.—Marvell Gin Co., re-elected last week, acquires an established gin of four stands, and will enlarge it to six stands; possibly saw or stave mill and plant will also be installed.

Pine Bluff—Box Factory.—Sawyer & Austin Lumber Co. will build box factory at cost of \$100,000.

Tillar—Oil Mill.—J. T. Tillar, Robert Wolf, R. D. Harrell, each of Tillar; R. A. Pickens of Walnut Lake, Ark.; J. L. Allen and Walter Lampert of Monticello, Ark., and others have incorporated \$35,000 company to build cotton-oil mill.

## FLORIDA.

Carrabelle—Oil Development.—Incorporated: Carrabelle Oil & Development Co., by Oliver A. Kelly, Jas. R. Pickett, W. H. Carlington, R. F. Fowler and Andrew Symington.

Gulf Springs—Lumber Plant.—Phoenix Mill Co. will rebuild at once its saw and shingle mill recently burned; will erect structure of frame, about 40x90 feet; total expenditure about \$10,000.

Sanford—Telephone System.—Sanford Telephone Co. has been granted franchise to construct telephone system and organized with C. R. Walker, president; W. H. Mitchell, vice-president; W. D. Mitchell, secretary, and capital \$2500.

## GEORGIA.

Eastman—Cotton-oil Mill.—J. A. Preston, Jr., John E. Andrus, W. B. Dinmore, W. H. Taylor and others of No. 5 Main avenue, Ocean Grove, N. J., have contracted for a \$70,000 cotton-oil mill and fertilizer factory at Eastman; also for a \$100,000 plant in Alabama and a \$100,000 plant in Mississippi.

Watkinsville—Cotton Gin.—Incorporated: Watkinsville Square Bale Ginning Co., capitalized at \$6000, by George H. Ford of Atlanta, Rufus R. Buryer, W. H. Ashford, W. B. Langford and B. E. Thrasher.

Waycross—Oil Wells.—J. L. Sweat, L. L. Sweat and S. W. Hitch of Waycross, Ga., have incorporated St. Mary's River Oil Co., with capital of \$25,000, to drill for oil.

## KENTUCKY.

Ashland—Tannery.—Ashland Leather Co. has been incorporated, with capital stock of \$100,000, by T. J. Shaut of Ashland, Wm. Richardson of Hornellville, N. Y., and J. F. Mosser of Chicago. Company succeeds T. J. Shaut & Co.

Burkesville—Oil Wells.—Jos. Pheister, A. E. Friend, F. G. Harris, all of Cincinnati, Ohio; W. F. Alexander and J. T. McGee of Burkesville, Ky.; V. E. McQuaide of Greensburg, Pa., and others have incorporated Cincinnati & Cumberland River Oil & Mineral Co., with capital stock of \$10,000, to drill for oil.

Burkesville—Oil Wells.—W. F. Alexander and C. W. Alexander of Burkesville, F. S. Bryfogle, Laban Phelps, G. R. Hunt, Jr., and others of Louisville have incorporated Royal Oil Co., capitalized at \$100,000, to drill for oil.

Columbia—Mining.—D. G. Jones of Chicago, Ill.; N. H. Snow of Mineral Point, Wis., and R. W. Bingham of Louisville, Ky., have incorporated Columbia Mining Co., with capital stock of \$100,000.

Cynthiana—Electric Plant.—Cynthiana Electric Light Co. will increase capital from \$23,000 to \$50,000 for the purpose of enlarging its plant.

Greenville—Mercantile.—A. D. Kirkpatrick, W. H. Welch and Edward S. Wood have incorporated Greenville Mercantile Co., with \$30,000 capital.

Louisville—Chemical Company.—Wm. E. Turner, Robt. E. Taylor and Samuel D. Baldwin have incorporated Southern Pharmaceutical & Chemical Co., with capital stock of \$50,000.

Louisville—Gas and Oil Wells.—C. H. Hyatt, Hiram Bradley and L. P. Simer have incorporated Triplet Valley Oil & Gas Co. to drill for oil and gas; capital is \$25,000.

Louisville—Liquor Company.—Phil Halenbach, L. J. Halenbach and Edward Oesteritter have incorporated Phil Halenbach Company, with capital stock of \$75,000.

Louisville—Furniture Company.—Incorporated: Hartman Furniture & Carpet Co., capital stock \$30,000, by Leon Hartman and Milton Hartman, Chicago; Louis Straus and Nathan Felheimer of St. Louis, and Max Straus, Denver, Col.

Louisville—Distillery.—Phil Hollenbach of Louisville, Albert F. Madlener of Chicago, G. Riesmeyer and August Graf of St. Louis have incorporated Glencoe Distillery Co., with capital stock of \$60,000. They have purchased Stitzel Bros.' distillery, and will expend from \$12,000 to \$15,000 for improvements.

Louisville—Railroad Shops.—It is stated that plans and specifications are being prepared for proposed \$1,000,000 general shops for Louisville & Nashville Railroad Co. The new plant as contemplated is to be equipped for manufacturing and repairing all kinds of railroad rolling stock, machinery and supplies. R. Montfort is chief engineer.

Madisonville—Lumber Plant.—H. V. S. Brown & Co. of Louisville, Ky., will install a large plant for the manufacture of lumber and staves.

Moorehead—Gas and Oil Wells.—Rowan County Oil & Gas Co. has been incorporated, with capital of \$25,000, by J. D. Cordill, Saml. Lipsitz, James Clay and J. W. Riley, to drill for oil and gas.

Morgantown—Water-works.—City will make early arrangements for the construction of the water-works, for which \$9000 was voted several weeks ago. Address "The Mayor."

Nicholasville—Telephone System.—Incorporated: Jasmine County Home Telephone Co., capital \$50,000, to construct, maintain and operate telephone and telegraph lines.

Nortonville—Coal Mines.—Nortonville Coal Co. has been incorporated, with capital stock of \$100,000, and purchased \$10,000 worth of electric mining machinery to develop coal deposits. F. M. Fisher is president; J. B. Trice, vice-president; John T. Edmonds, secretary, and W. S. Elgin, manager.

Owensboro—Publishing.—Incorporated: Messenger Publishing Co., capital stock \$50,000, by Urey Woodson, B. W. Fuqua and J. W. Moberly.

Paducah—Coal Mines.—Incorporated: Nortonville Coal Co., by F. M. Fisher, W. F. Paxton and W. B. Kennedy. The capital stock is \$100,000.

Paducah—Pottery.—Chas. E. Gridley, John McHenry and George Shelton have incorporated Shelton Pottery Co., with capital stock of \$25,000, to establish pottery.\*

Pleasantview—Coal Mines.—A. J. and S. S. Brown and W. B. Corley have incorporated Pleasantview-Jellico Coal Co., with capital of \$10,000, for development of coal mines.

Ragland—Oil Pipe Line.—Companies operating in the Bath county oil fields will join in the construction of a pipe line to convey oil from Ragland to the Chesapeake & Ohio Railroad; \$30,000 will be expended. A. P. Gooding of Lexington, Ky., will have charge of construction.

Richmond—Mining.—Incorporated: Boone Creek Mining Co., \$3000 capital, by J. C. and D. M. Chenault of Richmond, and S. Oppenheimer of Louisville.

Russell—Mercantile.—Lynd & Gilley Co. has been incorporated by J. E. Lynd and W. H. Gilley, with capital stock of \$8500.

## LOUISIANA.

Gueydan—Ice, Electric and Water Plants.—Gueydan Water-Works & Power Co., reported incorporated last week with \$15,000 capital, intends to construct water-works, ice factory, electric-light plant, etc. W. L. Doss is president.

Long Bridge.—Long Bridge Cotton Oil Co., lately reported with \$60,000 capital, will erect a 40-ton mill. L. L. Borden, secretary, can be addressed.\*

Mansura—Cotton-oil Mill.—Clarence Ellerbe of Shreveport, La.; W. P. Burke of Bunkle, La., and others will erect a cottonseed-oil mill.

New Orleans—Manufacturing Plant.—W. G. Vincent will erect five-story factory building, to be occupied by Leonard Stern & Strouback as a manufacturing plant; character of plant not stated.

New Orleans—Construction Company.—J. H. Gardner Construction Co. has been incorporated, with capital stock of \$100,000, for general construction purposes. John H. Gardner is president; Victor Camors, vice-president, and Thos. J. Rousseau, secretary.

St. Joseph—Improvement Company.—St. Joseph Building & Improvement Co. has been incorporated, with capital stock of \$25,000, by Robert Worrell, W. M. Davidson, E. D. Newell, A. E. Green, B. F. Young and others.

St. Joseph—Cotton-oil Mill.—Tensas Cotton Oil & Manufacturing Co., recently chartered with \$50,000 capital, has organized by electing J. C. Hamilton, president; Jos. Curry, vice-president, and W. M. Davidson, secretary-treasurer. Construction of the 60-ton mill will be begun at once.

## MARYLAND.

Baltimore—Heat and Cold Supply Plant.—Baltimore Cold Storage & Warehouse Co. is conferring with New York engineers as to plans and specifications for building for its plant, to operate which the city recently granted franchises. Structure will be three or four stories high and cost about \$150,000. There will be installed a 700-ton refrigerating plant and a steam-power equipment to furnish heat in winter and cold air in summer. S. B. Medairy is vice-president.

Baltimore—Excelsior-machine Works.—Chartered: American Excelsior & Machine Co., for making excelsior machines, by Jules W. Leroux, James R. Bate, G. Howard White, John L. Alecock and J. Milton Lyell. The capital stock is \$100,000; offices at 33 South Gay street.

Baltimore—Lumber Company.—Incorporated: Horstmeier Lumber Co., by John T. Galvin, Bernard J. Barrett, John R. Jorss, James P. Leland and Beauregard Dobson. The capital stock is \$36,000.

Baltimore—Electric-power Plant.—Negotiations have been completed between the United Railways & Electric Co. and a syndicate formed by the Continental Trust Co., said to be financing the Susquehanna Power Co., of which Geo. K. McGaw is treasurer. This power company contemplates making three developments on the Susquehanna river of 40,000 horse-power each and transmitting that power by electricity to Baltimore for distribution in operating the electric railways and the two electric-lighting plants of the United Company. The syndicate makes certain purchases of stock, involving an expenditure of \$900,000, in order to carry out the plans. It is said that from \$8,000,000 to \$9,000,000 will be expended for the development work, the erection and equipment of power plants, the construction of transmission lines and facilities and other improvements necessitated to entirely complete these developments. S. Davies Warfield, president of Continental Trust Co., represents the syndicate, but has stated he is not at liberty now to give any details of the plans in connection with the power developments, nor to name his associates in the enterprise.

Baltimore—Builders' Supplies.—Incorporated: Riverside Supply Co., for trading in builders' supplies, by Henry Strausburg, Samuel H. Randall, James E. Carr, Jr., Henry J. Buck and Charles G. Smith. The capital stock is \$5000.

Baltimore—Type-making Machine Works.—National Compositype Co., incorporated some months ago with an authorized capital of \$1,000,000, has leased building at North avenue and Oak street, and will equip same with machinery for manufacturing its patented type-making machine. The machine is described as a "sorts caster," a device by which every printing office can manufacture its own type from waste material. Frank H. Brown and John H. Hanrahan are the inventors; offices on third floor of German and South streets. Mr. Brown is manager.

Baltimore—Shipbuilding Plant.—Charles Griffith, G. W. Jenkins, J. M. Smith, W. G. Reed and Wm. G. Fitzgerald have incorporated Wm. G. Fitzgerald Marine Engineering Co. to contract for shipbuilding and repairing; works at Allen and Clement streets.

Baltimore—Sand Mines.—Baltimore Sand & Construction Co. has been incorporated, with capital of \$20,000, by John T. Smith, Michael O'Brien, Geo. S. Swiney and others for mining sand, etc.

Baltimore—Railroad Piers.—Baltimore & Ohio Railroad (Geo. L. Potter, general manager) will expend \$600,000 for construction of railroad piers (for use of North German Lloyd Steamship Co.) This new pier will be 300 feet long, 148 feet wide, 50 feet high, and have a floor area of 236,800 square feet; it will be a double-decker, with dock space 600 feet long on east side, 300 feet on west, 200 feet wide, and 32 feet depth of water. Offices, sanitary equipment, electric-lighting equipment, steam-heating plant, water supply, ventilation, fire protection and other facilities will be provided. Capt. Walter Ancker is superintendent of floating equipment for company.

Baltimore—Refrigerating and Heating Plant.—R. B. Fentress of Norfolk, Va., and S. B. Medairy of Baltimore (recently reported as receiving franchises) have incorporated and organized Baltimore Refrigerating & Heating Co., with a capitalization of \$1,000,000, and intend to issue \$2,000,000 in bonds. The company has purchased cold-

storage warehouse and plant, which is now being extensively enlarged and improved, and there will be installed boilers to supply 4000 horse-power and refrigerating machinery with 700 tons capacity to supply miscellaneous consumers through underground subways. R. B. Fentress of Norfolk is president; S. B. Medairy, vice-president; John F. Sippel, secretary, and L. M. Tough, general manager. Address vice-president at 105 South street.

**Baltimore—Construction Company.**—Incorporated: Baltimore Erecting Co., for erecting and tearing down buildings, by Coleman McCuse, Joseph C. Elliott, Eugene K. Pedvick, George M. McGreevy and Howard W. Willis; capital \$1000.

**Cumberland—Paper Mill.**—Union Paper & Roll Printing Co. has been incorporated by Robert Roe, Jr., Robert E. L. Bowle, Finley C. Hendrickson, Thomas E. Roe and Richard H. Roe, and will operate the paper mill recently purchased by Messrs. Roe.

**Cumberland—Brewery.**—Cumberland Brewing Co. will rebuild its extensive brewery recently destroyed by fire. L. Schreiber & Sons Co. of Cincinnati, Ohio, is architect in charge, and no contracts have been let.

**Hagerstown—Telephone System.**—Cumberland Valley Telephone Co. has been incorporated, with capital stock of \$300,000, and John Hinkley of Baltimore, Md., president; Wm. D. Barnard of St. Davids, Pa., vice president; Samuel R. Caldwell of Philadelphia, Pa., treasurer. This company consolidates Maryland Telephone Co. of Baltimore (principal office at Hagerstown), Western Maryland Telephone Co. of Westminster and Boyds Telephone Co. of Boyds. The systems will be improved and continued. Official offices in Baltimore, where president can be addressed, care of Hinkley & Morris, 215 North Charles street.

**Hancock—Orchard Company.**—Tonaloway Orchard Co. has been incorporated, with capital stock of \$100,000, by H. E. Vandeman and others of Washington, D. C.

**Luke—Paper Mill.**—Virginia Pulp & Paper Co. is progressing rapidly with extensive improvements to its mill. It is erecting boiler-house 78x130 feet, to contain ten 600-horse-power boilers; also brick and steel electric power-house 48x98 feet, to contain two 15-horse-power engines and two electric generators of 1300 horse-power; also a new elphouse, with improved reducing machinery.

**Mountain Lake Park—Water-works.**—Garrett Water & Light Co., which just completed installation of electric-light plant, has arranged, if necessary, to install pump and fixtures to supply water.

**Rockville—Water Supply.**—The city has decided to drill another artesian well for additional water supply. Address "The Mayor."

**Washington, D. C.—Marble Quarries.**—Columbian Marble Quarrying Co. has been incorporated, with capital stock of \$200,000, for developing marble and stone quarries, etc. J. F. Manning of Rutland, Vt., is president; R. O. Birney, also of Rutland, treasurer, and H. F. Woodard of Washington, secretary.

#### MISSISSIPPI.

**Belzoni—Ice and Electric Plant.**—S. Castelman will build ice plant; also electric-light and power plant.\*

**Boyle—Lumber Plant.**—Thompson Lumber Co. of Grand Rapids, Mich., has purchased about 23,000 acres of timber land and an extensive sawmill plant for about \$200,000. Purchaser intends to develop the property thoroughly, remodeling and improving the plant, etc.

**Columbus—Cotton-oil Products.**—Lewis & Co. state that the report mentioned last week as to their building an oil mill is entirely an error.

**Hattiesburg—Oil Company.**—Incorporated: Hattiesburg Oil Co., with a capital stock of \$50,000, by J. S. Turner, H. L. Foote, H. C. Greer, B. D. Mosfe, J. P. Cox and others.

**India—Lumber Mill.**—Lott & Perkins Lumber Co. has been incorporated, with capital stock of \$100,000, to manufacture lumber, etc.; F. W. Lott, president; D. V. Perkins, vice-president, and Wm. Lott, secretary.

**Meridian—Land Company.**—Incorporated: Park Land Co., with a capital stock of \$10,000, by M. R. Grant, C. W. Robinson Bledenharn and others.

**Purvis—Manufacturing.**—Incorporated: Weems Manufacturing Co., with a capital stock of \$30,000, by B. A. Weems, V. A. Weems and others.

**Vicksburg—Candy Company.**—Incorporated: Bledenharn Candy Co., with a capital stock of \$30,000, by Joe Bledenharn, Henry Bledenharn and others.

#### MISSOURI.

**St. Louis—Orchards.**—Incorporated: Black River Orchard & Preserving Co., 319 North Fourth street, capital stock \$500,000, by J. R. Kersten, Henry A. Magill, Robert C. Magill and Wilson C. Kersten of St. Louis, and Joseph Hatz of Edwardsville, Ill.

#### NORTH CAROLINA.

**Concord—Colony Company.**—Carolina Colony Co. has been incorporated, with capital stock of \$500,000, for colonization purposes, by Edward W. Shield, W. T. Pratt, M. H. Caldwell and others.

**Lattimore—Oil Company.**—W. L. Cotton, W. T. Crowder and J. P. Duplingle have incorporated Vernon Oil Co., with capital stock of \$12,600.

**Lenoir—Electric Plants.**—G. L. Benhart, Geo. F. Harper, G. E. Harper and L. M. Parks have incorporated Lenoir Electric Co., with capital stock of \$50,000, to build electric plant, etc. Address G. L. Benhart, manager.\*

**Lexington—Chair Factory.**—A stock company is being organized for the manufacture of high-grade chairs. Possibly W. L. Harbin can give information.

**Lexington—Glass Works.**—Southern Glass Works Co. is completing installation of machinery for manufacturing cabinet hardware and replating silverware.

**Murphy—Timber-land Development.**—Chas. D. Fuller of Kalamazoo, Mich., has purchased about 75,000 acres of timber land near Murphy for development. He will establish large manufacturing plants, including one to convert balsam into paper pulp, and erect flume to carry lumber from the mountains to the mills.

**Nashville—Oil Mill.**—Farmers' Oil Mill Co., reported last week with \$100,000 capital, will build cottonseed-oil mill, but has not yet engaged oil-mill machinery and power. Plant will be built as soon as arrangements can be completed. Address E. D. Grantham, secretary.\*

**Tarboro—Mercantile.**—Aaron Morris and others have incorporated the Morris Company, with capital of \$5000.

**Tryon—Knitting Mill.**—A. D. Beatson is arranging to establish a \$50,000 knitting mill, main building to be 40x100 feet.

**Wilmington—Towing.**—Wilmington Towing & Construction Co. has been organized, with S. P. Adams, president; W. G. Elliott, Jr., vice-president; W. B. Thorpe, treasurer, and F. A. Applegate, manager, to conduct towing business.

**Wilmington—Telephone Exchange.**—Southern Bell Telephone & Telegraph Co. will erect exchange building two stories high, 22x58 feet, and equip with all modern devices, etc., spending about \$50,000. Charles McMillen is preparing plans and specifications for structure.

#### SOUTH CAROLINA.

**Auburn—Cotton Ginnery.**—Auburn Ginning Co. has been incorporated, with capital of \$2500, by C. S. McCullough of Darlington, S. C., and O. D. Lee of Auburn.

**Blacksburg—Telephone Company.**—Incorporated: Blacksburg Telephone Co., capitalized at \$3000. W. B. Moore is president, and A. M. Bridges, secretary.

**Brandon—Mercantile.**—Incorporated: Gordon Mercantile Co., capital \$2000, by W. B. Smith, J. R. West and F. M. Osteen.

**Cartersville—Cotton Ginnery.**—Cartersville Ginning Co. has been incorporated, with capital of \$3000, by C. S. McCullough of Darlington, S. C., and C. T. Haynie of Florence, S. C.

**Charleston—Baking-powder Factory.**—Pankin Imperial Baking Powder Co. will increase capital from \$20,000 to \$50,000.\*

**Charleston—Charcoal Kilns.**—Atlantic Coast Lumber Co. will build forty kilns for manufacturing charcoal.

**Columbia—Steam Laundry.**—Geo. W. Snow will establish a steam laundry at 909 Gervais street.

**Conway—Mercantile.**—Incorporated: "Collins-Marsh, Incorporated," to have capital of \$5000. A. T. Collins and Geo. L. Marsh are the incorporators.

**Conway—Lumber Manufacturing.**—Chartered: Conway Lumber Co., capitalized at \$50,000, for lumber manufacturing. D. W. Roper is president, and A. M. Burroughs, secretary.

**Darlington—Sewer System.**—W. F. Dargan, N. L. Harrell, W. K. Galloway and R. L. Edwards have incorporated Darlington Sewer Co. for the construction of sewerage systems; the nominal capital is \$500.

**Easley—Cotton Mill.**—Easley Cotton Mills has about completed arrangements to add an equipment of about 15,000 spindles to its

plant (now operating 11,648 ring spindles and 320 looms). About \$200,000 will be expended.

**Fork—Warehouse.**—E. G. Rogers, E. S. Edwards and S. F. McDuffie have incorporated Fork Tobacco Warehouse Co., with capital of \$2000.

**Greenville—Clothing.**—W. C. Allen, A. J. Jones and Mrs. S. L. Jones have incorporated Greenville Clothing & Shoe Co., with capital stock of \$5000.

**Kershaw—Telephone Company.**—Kershaw Telephone Co. has been incorporated, with capital of \$5000, and W. B. Moore, president; S. W. Heath, vice-president; J. T. Stevens, secretary.

**Kershaw—Electric-light Plant.**—Kershaw Oil Mill (lately reported organized, etc.) has received franchise for furnishing electric-light and power, and will at once install machinery for that purpose.\*

**Lamar—Ginnery.**—Lamar Ginning Co. has been incorporated, with capital of \$2500, by C. S. McCullough of Darlington and C. M. Spears of Lamar, S. C.

**Lancaster—Telephone System.**—Chartered: Lancaster Telephone Co., capitalized at \$5000, with W. B. Moore, president, and J. T. Thomasson, secretary.

**Lexington—Lumber Plant.**—Rooff & Barre Co., reported last week, will erect plant after plans by W. W. Barre, and will build under his supervision. Capital paid in is \$20,000.\*

**Sharon—Brick Works.**—W. L. Hill and associates will establish brick works.\*

**Sunder—Mercantile.**—Incorporated: Stubbs Bros., capitalized at \$5000, with C. L. Stubbs, president.

**Yorkville—Telephone Company.**—Incorporated: Bedford Telephone Co., capitalized at \$5000, with W. B. Moore, president, and W. W. Lewis, secretary.

#### TENNESSEE.

**Bristol—Cold Storage.**—Wm. H. Hicks, Geo. W. Roberson, C. W. Palmer and others have incorporated Bristol Produce & Cold Storage Co., with capital stock of \$50,000.

**Brownsville—Heading Factory.**—W. F. Covington & Son will establish heading factory.

**Brownsville—Oil Mill.**—Brownsville Cotton Oil Co., lately reported with \$50,000 capital, will build 40-ton mill. Richmond Cotton Oil Co. of Memphis is architect in charge.

**Chattanooga—Transfer Company.**—J. H. Jeffries, N. H. Brown, Norris Hendrick and others have incorporated Chickamauga Transfer Co., with capital stock of \$10,000.

**Chattanooga—Wagon Works.**—It is said that Hayward Manufacturing Co. proposes establishing wagon works. E. S. Bessee of Syracuse, N. Y., is president; E. L. Loomis, Chattanooga, vice-president, and A. S. Stanford of Philadelphia, secretary.

**Chattanooga—Boiler Works.**—Walsh & Weldner Co. is completing arrangements to double the capacity of its boiler works; will erect 256-foot addition to shop, also a large boiler warehouse, and install considerable modern machinery, including electrical equipment for traveling cranes, electric plant, etc.

**Chattanooga—Wood-extract Factory.**—United States Leather Co. (with a tannery established) will expend about \$100,000 for site and construction of plant to manufacture liquid extracts from cheap wood unavailable for lumber. W. B. Riddell is resident manager.

**Chattanooga—Brake-shoe Factory.**—American Brake-Shoe & Foundry Co. (capitalized at \$4,500,000 and operating a number of plants) has purchased the brake-shoe department of the Ross-Meehan Foundry Co. The purchaser will increase the capacity of the plant and add to its equipment of machinery. American Company's main offices are in New York. Chas. Herron is local manager for the present.

**Estill Springs—Mill.**—R. J. Little, W. R. Campbell, F. G. Martin and others have incorporated Tennessee Mill Co., with capital of \$100,000.

**Knoxville—Automobile Works.**—Biddle Bros. will establish factory for automobiles. Address, care of Biddle Manufacturing Co.

**Knoxville—Coal and Ice.**—North Side Ice & Coal Co. has been incorporated, with capital of \$20,000, by Wm. Meyer, J. E. Kearns, J. K. Griffin and others.

**Lebanon—Electric-light Plant.**—City has awarded contract to Jay E. Martin & Co. of Huntington, Ind., at \$4911 for improving its electric plant.

**Memphis—Coca-cola Factory.**—Coca-cola Bottling Co. has been incorporated, with capital stock of \$3000, to manufacture coca-cola. Incorporators are H. C. Ewing, B. F. Thomas, John D. Key and others.

**Nashville—Creosoting Plant.**—D. C. Buntin, Leland Hume, T. D. Webb, J. L. Blake and W. L. Granberry have incorporated Southern Creosote Works, and will establish plant. Capital stock is \$10,000.

**Nashville—Foundry.**—Cumberland Foundry & Manufacturing Co. has been incorporated, and will equip plant at once. Capital is \$10,000. Incorporators are Robert Jakes, J. W. Jakes, Fred. J. Fuller, J. A. Cooper and C. Cooper.

**Nashville—Mining Company.**—S. M. Ward Mining Co. has been incorporated, with capital of \$100,000, by F. M. Ward, John L. Grier, H. H. Hudleston and others.

**Nashville—Grain Elevator.**—Security Warehouse Co. of New York contemplates building 500,000-bushel grain elevator at a cost of about \$50,000. Chas. Sykes is local manager.

**Nashville—Register Company.**—Incorporated: Dr. Roland Register Co., capital stock \$5000, by B. R. Noland, W. R. Register, Ed. F. Greer, J. O. Merrill and C. E. Harrell.

**Nashville—Whiskey Company.**—Incorporated: Old Lincoln Whiskey Co., capital stock \$10,000, by W. E. Jomard, H. W. Jomard, V. S. Sobel, H. J. Loveman and B. Rich.

**Nashville—Coal Mines.**—Elk Valley Western Blue Gem Coal Co. has been incorporated, with capital of \$3000, by C. R. Baird, N. B. Scott and others.

**Nashville—Bridge Company.**—Cope Bridge Co. has been incorporated, with capital of \$10,000, by Francis Cope, John O. Byrd, Walter B. Cope and others.

**Nashville—Novelty Company.**—Southern Novelty Co. has been incorporated, with capital of \$5000, by Frank L. Miller, J. S. Johnson, W. B. Davis, Oscar Armstrong and F. S. Yager.

**Nashville—Gas Plant.**—Pintsch Compressed Gas Co. (general offices, New York city) will establish compressed gas plant; will erect building 34x60 feet, also gas tank sixty-five feet in diameter, with capacity for 5000 cubic feet.

**Nashville—Construction Company.**—West Nashville Building Co. and Yarbrough, Davis & Co. (real estate firm) propose to consolidate as the Yarbrough-Davis Building Co., with capitalization of \$100,000.

**Union City—Saw-mill.**—Hogg & Ams have begun erection of large saw-mill.

#### TEXAS.

**Bay City—Irrigation System.**—Incorporated: Northern Irrigation Co., capital stock \$250,000, by M. L. Elken, C. L. Grandin, F. J. Hardey and Levi Paul.

**Beaumont—Petroleum.**—R. Oliver, T. J. Wood, H. L. Stern and others have incorporated Kentucky Petroleum Co., with capital stock of \$100,000.

**Beaumont—Lumber Mill.**—J. F. Keith Lumber Co. has purchased site for erection of an extensive lumber plant to cut the timber off 25,000 acres of land recently purchased.

**Beaumont—Lumber Company.**—United Lumber & Export Co. will increase capital from \$100,000 to \$200,000.

**Beaumont—Oil Wells.**—Ohio Oil Co. has been incorporated, with capital stock of \$100,000, to drill for oil, by Samuel Frank of Cincinnati, Ohio; C. B. McGrew of Midford, Ohio; C. G. Turner of Aledo, Ill., and A. M. Button of Beaumont.

**Beaumont—Iron Works.**—Beaumont Iron Works has been incorporated, with capital stock of \$100,000, by O. B. Greeves, W. B. Greeves, F. A. Doyle and others.

**Beaumont—Power Equipment.**—Central Power & Equipment Co. has been incorporated, with capital of \$10,000, by Jas. W. Swayne, W. C. Kinsolving, W. M. Bartlett and A. Symes.

**Dallas.**—R. P. Clay, J. L. Brown and G. B. Hatley have incorporated American Home Co-operative Co., with capital of \$10,000.

**Denison—Mill, etc.**—J. R. Cullinan, W. T. Beckham and G. L. Blackford have incorporated Denison Mill & Elevator Co., with capital stock of \$30,000.

**Detroit—Cotton Gin.**—Incorporated: Farmers' Gin Co., capital stock \$12,000, by G. E. Dean, J. L. Van Dyke and W. T. Morris.

**El Paso—Printing Company.**—Incorporated: M. & M. Printing Co., capital stock \$10,000, by H. L. Edwards, George O. Hinzinger and M. W. Edwards.

**El Paso—Railroad Shops.**—Galveston Houston & San Antonio Railway has obtained permit for erection of building, brick and gravel roof, 120x250 feet, 24 feet high, costing \$30,000, to be equipped as shops. A. J. Ross is superintendent of buildings for company.

**Eureka—Telephone Company.**—Eureka Telephone Co. has been incorporated, with



capital of \$4000, by J. A. Bonner, J. R. McCormick, T. R. Harwell and others.

**Fort Worth—Packing Plant.**—It is rumored that the Nelson Morris Packing Co. and the Cudahy Packing Co., both of Chicago, Ill., are each negotiating for site for the establishment of extensive branch packing plants.

**Galveston—Oil Refinery, etc.**—New York Home Oil Co. proposes to establish an oil-mixing plant to manufacture lubricating oil, and will in the future probably erect refinery to separate thirty different products of petroleum. Probably \$100,000 will be expended. J. E. Drisdale is local manager.

**Grapevine—Flour Mill.**—Farmers & Merchants' Milling Co., lately reported with \$15,000 capital, has let contract for erection of flour mill of seventy-five barrels capacity per day.

**Harwood—Cotton Gin.**—J. O. Taylor will erect cotton gin.

**Houston—Lumber Plant.**—E. H. Harrell Lumber Co.'s proposed plant, noted last week, has been entirely contracted for. About \$50,000 will be the initial expenditure, with another \$50,000 to be added in the near future. H. N. Jones is architect and superintendent of construction. Douthitt & Meyer are the contractors for the building. G. E. King will be manager of plant.

**Houston—Irrigation Canal.**—Jas. A. Radford of Houston, Geo. C. Wallace of Paducah, Ky.; J. R. Westmoreland of Colorado, Texas; W. H. Lovegrove of Houston and others have incorporated Wallace-Radford Canal Co., with capital stock of \$50,000, for construction of irrigation canal.

**Houston—Lumber Plant.**—Central Coal & Coke Co. of Kansas City, Mo., will establish general lumber plant.

**Jasper—Brick Works.**—George Adams of Beaumont, Texas, will organize Jasper Brick Co., with capital of \$25,000, to establish plant.

**Jefferson.**—L. S. Colyar of Chattanooga, Tenn., and others have purchased Jefferson Iron Co., with its five acres of mineral lands, 75-ton furnace, etc. New ownership will continue under old title, with capital stock of \$100,000, and, if necessary, will enlarge the furnace. Mr. Colyar will be manager.

**Lufkin—Orchard.**—Angelina Orchard Co. has been incorporated, with capital of \$100,000, by R. D. Collins and E. J. Mantooth of Lufkin, Henry S. Potter, Jr., of Boston, John A. Andrews and others.

**McGregor—Compress and Ginnery.**—Brown, Connally & Co. will build \$6000 ginning plant, with square-bale compress attached. Machinery has all been purchased, and C. J. Petersen is architect and contractor in charge.

**Navasota—Cotton Mill.**—The establishment of a \$200,000 cotton mill is proposed, local investors to supply \$100,000. T. J. Felder can give information.

**Paris—Mercantile.**—E. T. Dodd, J. F. Miles, W. N. Summer and others have incorporated Miles-Dodd Dry Goods Co., with capital stock of \$40,000.

**Seguin—Irrigation System.**—Chas. & Hugo Trowell have purchased 300 acres of land for \$12,000, and will construct system to irrigate same.

**Sherman—Cotton and Oil.**—Incorporated: Tecumseh Oil & Cotton Co., capital stock \$75,000, by N. B. Birge, J. A. Standfield, John Grant and J. F. Holt of Sherman, John W. Lewis, S. P. Larsh and C. A. Stuber of Tecumseh, O. T.

**Westfield—Shingle Mill.**—B. Boettcher has installed shingle mill.

**Yorktown—Oil Mill.**—Yorktown Cotton Oil & Manufacturing Co. will increase capital from \$35,000 to \$50,000.

#### VIRGINIA.

**Ashland—Telephone System.**—Merchants & Farmers' Telephone Co. has applied for franchise to construct telephone system. H. V. Kerr is secretary.

**Coleman's Falls—Pulp Plant.**—Bedford Pulp & Paper Co. of Big Allen, Va., will erect an additional plant for the manufacture of paper pulp, etc., expending several hundred thousand dollars. It is said new dam alone will cost over \$100,000. J. M. B. Lewis is preparing plans.

**Harrisonburg—Milling Company.**—Colner Milling Co. has been incorporated to construct mills and waterways, capitalized at \$30,000, with privilege of increase to \$50,000; John Wallers, president; N. L. Colner, treasurer, and Joel T. Adams, secretary.

**Martinsville—Telephone System.**—F. L. Hawley of Talladega, Ala., is architect and contractor for the improvements of Martinsville Telephone Co., mentioned last week.

**Middletown—Mercantile.**—Larick Company has been incorporated, with capital of \$25,000, and E. O. Larick, secretary.

**Norfolk—Ice-cream Factory.**—Drysdale Company has been incorporated, with capital of \$5000, to manufacture ice cream, etc. A. G. Selwyn is president, and A. Drysdale, secretary.

**Petersburg—Wood Supply.**—Petersburg Wood Supply Co. has been incorporated, with capital stock of \$25,000; W. A. Bonn, president; W. H. Cuthbert, vice-president, and Albert Friend, Jr., secretary.

**Pole Green—Lumber Plant.**—E. D. Luck will build complete planing mill and wood-working plant, doing the construction work himself. Machinery will cost about \$4000, daily capacity to be 40,000 feet. C. L. Bessler is architect in charge.\*

**Radford—Saw-mill.**—J. A. Beeber of Williamsport, Pa., is interested in the proposed establishment of a large saw-mill on the Marion & Rye Valley Railway.

**Richmond—Lumber Mills.**—Incorporated: Lunenburg Lumber Co., with capital stock of \$100,000, for manufacturing lumber; president, J. Clifford Miller; vice-president, S. Russell Smith; secretary, H. S. Winston; treasurer, I. C. Smith.

**Richmond—Tobacco Factory.**—Continental Tobacco Co. (main offices, New York city) has purchased three acres of land as site for its proposed mammoth tobacco factory; will erect building six stories high, about two city blocks in dimension.

**Richmond—Realty Company.**—Broad Street Realty Co. has been incorporated, with capital stock of \$5000, and Andrew Pizzini, general manager; L. W. Pizzini, treasurer; Wm. Evans, secretary.

**Richmond—Pickling Plant.**—Richmond Pickling Co. has been incorporated for manufacturing pickled products, etc., with capital stock of \$50,000. Chas. Richardson is president; Henry Warden, vice-president, and W. D. Richardson, secretary, all of Fredericksburg, Va.

**Richmond—Fertilizer Factory.**—Kentucky Produce Co. of Louisville, Ky., contemplates establishing branch plant to manufacture fertilizers from tobacco stems.

**Ridgmont—Plaster Works.**—Ridgmont Cement Manufacturing Co. (offices at 320 Walnut street, Philadelphia, Pa.) is progressing with additions to its plant for the manufacture of prepared wall plaster.\*

**West Point—Knitting Mill.**—It is stated that a Philadelphia syndicate will establish knitting mill at a cost of about \$1,000,000; a paper-box factory also proposed in connection. Names of interested parties not stated yet.

#### WEST VIRGINIA.

**Bellington—Lime and Cement Works.**—Incorporated: West Virginia Lime & Cement Co., to manufacture lime and cement; capital stock \$30,000; incorporators, Harry E. Weaver, C. A. Bickett, C. E. Ferguson and Harry L. Stern of Chicago, Ill., and Ira E. Robinson of Grafton, W. Va.

**Benwood—Wheeling Steel and Iron Co.** has closed its puddling department and steel works for the usual stop of three weeks, and during this time will make extensive improvements. New gas producers will be erected, and it is rumored that another iron furnace may be built.

**Charleston—Land Company.**—Incorporated: Pine Land Co., to buy land and sell lumber; capital stock \$10,000. N. C. Simmons, Fred A. Dolph, W. C. Esta, R. J. Wing and D. J. Peppers, Jr., are the incorporators.

**Charlestown—Furniture Factory.**—Frank H. Dukessmith, reported last week to establish furniture factory, will operate as the Dukessmith Furniture and Mantle Works. Necessary buildings have been completed on a 70x170-foot lot, Marshall J. Rohr having been architect and contractor in charge. Machinery will be installed to manufacture 1200 center tables and 100 mantles per month. Steam-power will be used.\*

**Delray—Telephone System.**—Incorporated: North River Telephone Co. of Delray, W. Va., to build 12-mile telephone line along North river from Rio to Hanging Rock; capital \$500; incorporators, I. R. Marvey and J. W. McDonald of Delray, I. N. Baker, R. L. Hund, E. T. Byrd and others of Rio, W. Va.

**Fairmont—Furnishing Company.**—T. J. Ruddy, W. J. Black and others have incorporated T. J. Ruddy Furnishing Co., with capital of \$50,000.

**Fairmont—Coal Mining and Coke Manufacturing.**—Incorporated: Wyanoke Coal & Coke Co., by William H. Gorman and Frank Erlen of Baltimore, Md.; M. L. Hutchinson, C. E. Hutchinson and C. H. Jenkins of Fairmont. The authorized capital stock is \$100,000.

**Hinton—Printing Plant.**—E. C. Eagle, O. A. Hope, E. F. Smith and others have incorporated Somers Printing Co., with capital of \$10,000, to conduct printing plant.

**Huntington—Ice Plant.**—J. N. McCoach, J.

L. Schon, E. Schon, Peter Blagi and Geo. S. Wallace have incorporated J. M. McCoach & Co., to manufacture ice. Capital stock is \$50,000.

**Mingo—Oil Wells.**—H. R. Marshall has leased and will develop 8000 acres of oil lands.

**New Martinsville.**—Great American Water Circus, capital \$15,000, has been incorporated by J. T. Hervey, Henry Shuller and others.

**Ravenswood—Telephone System.**—M. O. Archer, W. L. Rector, J. L. Poe, S. N. Newell, Chas. F. Laufried and others have incorporated Ravenswood Telephone Co. to establish system. Capital is \$10,000.

**Sherrard—Mercantile.**—D. M. Garvin, T. B. Cox, Mattie E. Pierce and others have incorporated D. M. Garvin Co., with capital of \$25,000.

**Welch—Supplies.**—Incorporated: United Supply Co., for wholesale and retail mercantile business; capital stock \$100,000; incorporators, Edgar P. Rucker, W. H. Hughes, I. J. Rhodes, J. F. Strother and Ralph E. Haines.

**Wheeling—Tailoring Company.**—Wheeling Wardrobe Co. has been incorporated, with capital of \$10,000, by Clark Hamilton, W. B. Irvin, M. N. Cecil and others.

**Wheeling—Coal Mines.**—Portland Coal Co. has been incorporated, with capital of \$50,000, to mine coal in West Virginia and Ohio, by John Q. Adams, Chas. F. Bachman and Peter Bachman of Wheeling, Jam. Porter of Cumberland, Md., and Samuel Kinsley of Pittsburg, Pa.

#### INDIAN TERRITORY.

**South McAlester—Machine Shops, etc.**—Missouri, Kansas & Texas Railway contemplates the construction of machine shops and roundhouse. A. A. Allen of St. Louis, Mo., is general manager.

#### OKLAHOMA TERRITORY.

**Geary—Water-works.**—The city will vote on issuing \$25,000 in bonds for construction of water-works. Address "The Mayor."

**Granite—Oil Wells.**—Chartered: Rock Island Oil Co., with a capital stock of \$750,000, by F. S. Wildman of Blair, A. C. Hough, B. F. Vandyke and T. J. Molinari of Granite; purpose, to drill for oil.

**Oklahoma City—Mining.**—T. A. Vaughn, L. M. Lane and W. V. Lane have incorporated Sella Mining Co., with capital stock of \$100,000.

**Oklahoma City—Mining.**—Clara Lane and L. M. Lane of Oklahoma City and W. G. Haggard of Guthrie, O. T., have incorporated O. & M. Mining Co., with capital stock of \$100,000.

**Oklahoma City—Gas and Oil Wells.**—Robert Dunn, David Douglass, W. F. Thore and Geo. Beidler have incorporated Red Fork Mutual Oil & Gas Co. to drill for oil and gas; capitalized at \$300,000.

**Oklahoma City—Furniture Factory.**—Oklahoma Furniture Co., reported last week with \$50,000 capital, succeeds the Oklahoma Furniture & Carpet Co. No contracts have been let, and J. L. Moore of 100½ West Grand street is architect in charge.

**Shawnee—Gas and Oil Wells.**—H. G. Beard, Geo. McKinnis and J. M. Remington of Shawnee and Geo. Sparks of Moberly, Mo., have incorporated Oriental Oil & Gas Co., with capital of \$100,000, to drill for gas and oil.

**Weatherford—Mining.**—Geo. Storm, L. G. West and Godfred Stetler have incorporated Mt. Sheridan Mining & Development Co., with capital of \$100,000.

#### BUILDING NOTES.

**Abbeville, S. C.—Hotel.**—Incorporated: Abbeville Hotel Co., capitalized at \$25,000; P. Rosenberg, president; R. E. Hill, secretary.

**Alexander City, Ala.—Bank Building.**—Alexander City Bank will erect one-story brick office building.

**Alexander City, Ala.—Hotel.**—J. A. Gogans will erect hotel.

**Alexander City, Ala.—Bank Building.**—S. J. Nolen will erect bank building 28x86 feet, brick and stone, for mercantile and banking house.\*

**Alexander City, Ala.—Store Buildings.**—Geo. A. Sorrell has let contract to Jos. H. Wynn for erection of store buildings, to cost \$5000.

**Alexander City, Ala.—Bank Building.**—Citizens' Bank will erect office building, H. N. Ostend being architect. Titherow & Smith of Birmingham, Ala., are the contractors.

**Arkadelphia, Ark.—Home.**—Ounchita Baptist College will build young men's home, to cost about \$15,000.

**Athens, Ga.—Residence.**—G. Frederick Ausland will erect cottage, two and one-half stories, 53x52 feet, to cost \$12,000, after plans by Chas. E. Cassell of Baltimore, Md.

**Baltimore, Md.—Warehouse.**—J. T. Albert has let contract to J. Henry Miller for erection of warehouse six stories high, after plans by J. C. Gott.

**Baltimore, Md.—Apartment-house.**—Chartered: Guilford Construction Co., to erect apartment-houses, by Clemens G. Kaufman, John R. Cary, Charles F. Grofflin, Charles D. W. Reid and George C. Morrison. The capital is \$30,000.

**Baltimore, Md.—Zoological Building.**—Frank C. Bostock's proposed zoological building, reported last week, will be constructed of brick and steel, circular in form, with 250 steel cages, with concrete floors, water supply, etc.; in the center will be a steel arena 100 feet in diameter. Wyatt & Notling will prepare plans and specifications. It is reported that E. M. Noel, Eutaw and McCulloh streets, has contract to erect.

**Bay St. Louis, Miss.—City Hall.**—City contemplates building a \$3000 City Hall. Address "The Mayor."

**Birmingham, Ala.—Warehouse.**—H. A. Turner, chief engineer Tennessee Coal, Iron & Railroad Co., will open bids July 14 for construction of brick building 50x175 feet, equipped as a warehouse and with vaults, offices, etc.

**Blakeley, Ga.—Store.**—John Underwood will build brick store, after plans by O. H. Sheffield & Co., 518 Ansell Building, Atlanta.

**Charlottesville, Va.—Stable.**—J. T. Nuckols of Richmond has let contract to E. O. Meyer for construction of \$10,000 stable. D. W. Anderson, 916 East Main street, Richmond, is architect in charge.

**Clarksburg, W. Va.—Dwelling.**—Richard T. Lowndes of Cumberland, Md., is having plans prepared for construction of \$30,000 dwelling.

**Clinton, La.—School.**—Bids will be opened July 15 for erection of school building, plans and specifications of which are on view at Bank of Clinton, La., and at the "Truth" office, Baton Rouge, La. C. W. Bail is mayor.

**Covington, La.—Hotel.**—Dr. Chas. O. Barrington of New York and H. C. Ames of Baltimore, Md., propose organizing \$150,000 company to build hotel and sanitarium to accommodate 200 people.

**Danville, Ky.—Asylum Buildings.**—Plans and specifications are invited until July 31 for two buildings to be constructed by Kentucky Institute for Deaf. Address Augustus Rogers, superintendent, or B. O. Rodes, president of commissioners. About \$60,000 will be expended, to include cost of heating systems.\*

**Denton, Texas—School Buildings.**—State Industrial School has selected plans by Dodson & Scott of Waco, Texas, for construction of building with two wings 280 feet wide, 115 feet deep, etc., to cost \$45,000.

**El Paso, Texas—Hotel.**—Hotel Del Monte Co. has been organized to invest \$225,000 in purchase of site and erection of hotel. W. H. Greer, care of Hotel Sheldon, is president.

**El Paso, Texas—Office Building.**—Guarantee Trust Co. has partly let contracts for construction of its \$100,000 office building, lately proposed. Isaac S. Taylor of St. Louis, Mo., is architect. E. Krause is local supervising architect.

**Fort Monroe, Va.—Military Reservation.**—Extensive improvements are contemplated at the government military reservation, about \$1,000,000 to be expended for erection of buildings, \$20,000 for construction of concrete wall, \$60,000 for construction of barracks, etc. E. H. Root is Secretary of War Department, Washington, D. C.

**Franklin, Va.—Warehouse and Wharf.**—Virginia-Carolina Transportation Co. will build warehouse and wharf; W. T. Pace, secretary.

**Georgetown, S. C.—Bank Building.**—Bank of Georgetown will open bids July 18 for erection of bank building after plans and specifications by Chas. C. Wilson of 1422 Main street, Columbia, S. C. Plans on view at bank and at architect's office.

**Goldsboro, N. C.—City Hall.**—City has let contract to Porter & Godwin for erection of City Hall and market-house, Rose & Eaken, Raleigh, architects in charge.\*

**Houston, Texas—City Hall.**—City council has adopted resolution calling for \$200,000 of bonds to erect City Hall and market house. Address "The Mayor."

**Huntsville, Ala.—Business Building.**—C. Seyforth Estate has let contract to Karthaus Bros. for erection of two-story brick business building.

**Lexington, Ky.—Library.**—In about six weeks bids will be asked for the construction of the Carnegie Library building, for

which it was reported last week H. L. Eowe had prepared plans; \$50,000 is available.

Little Rock, Ark.—Club Building.—Quapaw Club will erect building, to cost \$40,000, after plans by Frank W. Gibb.

Louisville, Ky.—Jail.—City wants specifications for proposed jail to have 300 cells and cost not more than \$125,000, and will consider offers until July 29. Address John H. Cowles, county clerk.

Louisville, Ky.—Warehouse.—George & J. W. Gault will build \$15,000 warehouse, fireproof, for storage of paints, oils, etc.

Lynchburg, Va.—Cottage.—J. M. B. Lewis has prepared plans for 12-room frame cottage.

Magnolia, Ark.—Hotel.—R. L. Emerson will build 12-room hotel.

Morgan City, La.—Opera-house.—J. W. Padlock and others will build an opera-house.

Moscow, I. T.—Depot.—Ozark & Cherokee Central Railway Co. has let contract for erection of depot.

Newport News, Va.—Church.—Newport News Baptist Church has let contract to J. H. Brison for erection of \$50,000 edifice.

Norfolk, Va.—Club.—Neff & Thompson have completed plans for Ghent Club's proposed building, which is to cost from \$30,000 to \$40,000.

Paris, Tenn.—Depot.—Nashville, Chattanooga & St. Louis Railway has let contract to S. M. Brogan of Fayetteville, Tenn., at about \$6000 for construction of depot.

Parkersburg, W. Va.—Hall Building.—Chartered: Parkersburg Elks Building Co., to erect hall; capital stock \$50,000; incorporators, Allen C. Murdock, S. T. Mallory and others.

Pell City, Ala.—Mill Building.—Bids are asked for construction of cotton-mill building, one story, brick and concrete, 224x640 feet. Address Ramsay-Reilly Engineering & Construction Co., engineer in charge, 2024 First avenue, Birmingham, Ala.

Prescott, Ark.—Jail.—Nevada county will build \$4000 jail after plans by C. L. Thompson of Little Rock.

Prescott, Ark.—Store Building.—J. T. Brooks will erect store building, one-story, brick, 85x130 feet, to cost \$8000, after plans by C. L. Thompson of Little Rock.

Richmond, Va.—Apartment-house.—W. A. Chesterman has received contract at about \$250,000 for construction of Chesterfield Apartment-House.

Roanoke, Va.—Hospital.—J. J. Gary has contract at \$25,000 for erection of hospital.

San Antonio, Texas.—Sanitarium.—Physicians and Surgeons' Hospital has let contract to Diehlman & Rotzner for construction of \$35,000 sanitarium, three stories and basement, concrete floors, metal laths, slate roof, electric elevators, steam-heating plant, etc.

Sparrow's Point, Md.—School.—Baltimore county commissioners have accepted plans by Owens & Sisco of Baltimore for construction of \$30,000 school.

St. Louis, Mo.—Apartment-house.—Harry H. Wagoner is having plans prepared for construction of \$150,000 apartment house.

Temple, Texas.—Business Building.—A. L. Flint has let contract for construction of two-story brick business building.

Terrell, Texas.—School Buildings.—Terrell University School has let contract to McGraw & Dennis for erection of buildings, for which C. A. Gill & Son (of Dallas) are architects.\*

Thomasville, N. C.—Stores.—F. S. & J. W. Lambeth have let contract to W. Lee Harbin of Lexington, N. C., for construction of four store buildings, to cost about \$10,000. J. H. Hopkins of Greensboro, N. C., is architect in charge.

Thurmond, W. Va.—Hotel.—Incorporated: Dun Glen Hotel Co., to operate a hotel; capital stock \$30,000; incorporators, August Hermann of Cincinnati, Ohio; O. M. Bake of Hamilton, Ohio, and E. W. Knight of Charleston, W. Va.

Velasco, Texas.—School.—City has awarded contract to Chas. Funk at \$5200 for erection of school.

Wheeling, W. Va.—Business Block.—Gleason & Faris are preparing plans for a contemplated business block.

## RAILROAD CONSTRUCTION.

### Railways.

Alexandria, La.—The Shreveport & Red River Valley Railway has been completed; the bridge over Bayou Choctaw and rails are now being laid toward Mansura. W. E. Green is general superintendent; office at Shreveport, La.

Alexandria, Tenn.—W. A. Vick and others

are interested in a movement to secure an extension of the Lebanon branch of the Nashville, Chattanooga & St. Louis Railway via Alexandria, Liberty, Dowlstown & Smithville. A committee has been appointed to confer with President J. W. Thomas, whose office is at Nashville.

Anderson, Texas.—The railroad projected from Houston to Stoneham by C. C. Waller and others will, it is reported, be extended to Anderson. Mr. Waller's address is at Houston.

Baltimore, Md.—Winslow S. Pierce, who has just been elected president of the Western Maryland Railroad Co., denies that it is the purpose of the new owners of the property to extend the line to Drum Point, Md. George J. Gould and John W. Gates were elected directors.

Bradford, Texas.—E. L. Rose and others are endeavoring to secure an extension of one of the leading railroads to Bradford.

Cheraw, S. C.—Messrs. Wm. Godfrey & Co. write to the Manufacturers' Record regarding the Carolina Tramway Co. as follows: "This tramway we use for logging purposes and hauling lumber from our mills to the railroad. We do not propose handling any lumber except for ourselves, who are sole owners of same. We had it incorporated on account of getting rights of way, etc. We will operate steam locomotives on wooden rails. The tracks will be temporary, as we will move them when we get through sawing at each location." The tramway will connect with the Seaboard Air Line.

Cleburne, Texas.—The contract for the Dallas, Cleburne & Southwestern Railway has, it is stated, been awarded to Daugherty & Davis of Joplin, Mo., for that part of the line from Cleburne to Egan. W. D. Myers is president; office at Cleburne.

Clinton, Miss.—Rev. Dr. W. T. Lowrey, president of Mississippi College, writes to the Manufacturers' Record contradicting the report that the board of trustees is interested in a plan to build an electric railway between Jackson and Clinton.

Donaldsonville, La.—The town council has granted to M. D. Bringer a franchise for a railway through the streets of Donaldsonville. It will connect with other places.

Galveston, Texas.—C. F. W. Felt, chief engineer of the Gulf, Colorado & Santa Fe Railroad Co., writes to the Manufacturers' Record regarding the recent report concerning an extension: "This road has not signed any contracts for nor does it contemplate construction of any line from Stoneham to Houston."

Glasgow, Mo.—It is proposed to build an electric railway from Glasgow to a point on the Mississippi river, running via Fayette, Harrisburg, Columbia, Fulton, New Florence and Troy, a distance of about 160 miles. W. H. Chase of New York is among those interested, and has been looking over the ground, accompanied by W. R. Cuthorn, his chief engineer, and assistants.

Guthrie, Okla.—A survey has been completed by the Chicago, Rock Island & Pacific Railway between Garber, Okla., and Perry, connecting with the Santa Fe. H. A. Parker is vice-president in charge of operating; office at Chicago.

Guthrie, Okla.—The directors of the Woodward & Quanah Railroad have decided to push the survey and construction of the line to Quanah, 200 miles, connecting with the Houston & Texas Central.

Hannibal, Mo.—The Hannibal & Connecting Railroad Co. has been incorporated to build a line from Hasco Landing to Hannibal, eight miles. J. Rodgers Maxwell, Alfonso De Navarro, Henry Graves, Jr., and others of New York are interested.

Houston, Texas.—Mr. W. G. Van Vleck, vice-president and manager of the Texas & New Orleans Railroad Co., writes to the Manufacturers' Record that it is not likely that any definite conclusion will soon be reached with reference to building a branch line to Sour Lake Springs.

Jonesboro, Ark.—The Jonesboro, Lake City & Eastern Railroad is building an extension fifteen miles long from Manila to Blytheville. J. E. Jones is president; office at Jonesboro, Ark.

Joplin, Mo.—The Mineral Cities Electric Railway, to connect Joplin with Pittsburg, will, it is reported, be completed by October 1. Frank N. Moore and others of Joplin are interested.

Knoxville, Tenn.—It is reported that the Knoxville, LaFollette & Jellico Railroad will let the contract immediately for the construction of its line between Knoxville and Clinton. J. B. Newton is vice-president and general manager; office at Knoxville.

Knoxville, Tenn.—A preliminary survey has been made from the eastern terminus of

the Tennessee & North Carolina Railway to the western end of the survey made for the proposed Rutherfordton, Hickorynut Gap & Asheville Railroad in North Carolina, and it is reported that they will be connected. J. J. Holloway is president and general manager of the Tennessee & North Carolina Railway; office at Wheeling, W. Va.

Knoxville, Tenn.—W. J. Oliver & Co. have, it is reported, received the Southern Railway's contract for building seven miles of railroad on Clear creek. C. H. Ackert is general manager; office at Washington, D. C.

Lexington, Va.—The supervisors of Rockbridge county have sold to W. G. Matthews of Glasgow, Rockbridge county, Virginia, its holdings of Valley Railroad stock (the par value of which is \$100 per share) for \$10 a share, making a total of \$42,000. It is reported that President George W. Stevens of the Chesapeake & Ohio Railway at Richmond, Va., is the real purchaser of the stock. Baltimore, Md., also owns \$1,000,000 of the stock. Another report says that the Baltimore & Ohio purchased Rockbridge county's holdings.

Louisville, Ky.—The Louisville & Nashville Railroad is projecting improvements near Adams Station to reduce grade and curves, according to reports from that point, which say that surveyors are at work. George E. E. Evans is general manager; office at Louisville.

Macon, Mo.—The projected Iowa & St. Louis Railway will, it is reported, be not merely a local road, but a trunk line between St. Louis and Sioux Falls, S. D., in which John W. Gates and others are interested.

Memphis, Tenn.—It is reported that an electric railway will be built from Memphis to Lakeview, a distance of about thirteen miles. T. J. Latham and others are interested.

Mexico, Mex.—The Mexican National Railroad will, it is reported, build an extension from Matamoros to Monterey. E. N. Brown is general manager; office at City of Mexico.

Miami, Fla.—The Florida East Coast Railway will, it is understood, be extended about forty miles southward. J. R. Parrott is vice-president and general manager; office at St. Augustine, Fla.

Monte, Ga.—It is reported that the Millen & Southwestern Railroad will build another extension east from Millen to Haga Slaga Landing, on the Savannah river, thirty-five miles, via Sylvan. Frank R. Durden is general manager; office at Monte, Ga.

Monterey, Mexico.—It is reported that the Mexican Central Railway will build a branch forty miles long from Escudon, on the Gulf division, to Ocampo. H. R. Nickerson is vice-president and general manager; office at the City of Mexico.

Monticello, Miss.—The Illinois Central Railroad Co. has, it is reported, bought the railroad of the Pearl River Lumber Co., and will improve and extend it to Monticello. J. T. Harahan is general manager; office at Chicago.

Morehead, Ky.—Work will be resumed shortly, it is reported, on the Morehead & West Liberty Railroad, eight miles of which have been completed. The line will be thirty-five miles long to the Morgan county coal fields. Alexander Harding of Philadelphia, Pa., is president, and W. A. Young of Morehead, Ky., is vice-president.

Navasota, Texas.—It is reported that the Gulf, Colorado & Santa Fe will soon change its line from a point near Navasota to another point near Conroe, leaving out Yarboro, Plantersville and Montgomery. W. C. Nixon is general manager; office at Galveston, Texas.

New Orleans, La.—It is reported that the International & Great Northern Railroad is preparing to build eastward from Beaumont to a connection with the Texas & Pacific near Donaldsonville, in order to run its trains into New Orleans. Leroy Trice is general manager; office at Palestine, Texas.

Paris, Texas.—It is reported that the Texas Midland will build an extension northward from Paris to connect with the Pittsburg & Gulf. E. H. R. Green is president and general manager; office at Terrell, Texas.

Roanoke, Va.—The Norfolk & Western Railway has purchased the Jaeger & Southern Railway, five miles long, and the Hillsboro Railroad, twenty miles long. The Jaeger & Southern runs from Jaeger to Ritter, W. Va., and the Hillsboro Railroad is in Ohio. L. E. Johnson is general manager of the Norfolk & Western; office at Roanoke. Mr. Charles S. Churchill, engineer of maintenance of way, writes to the Manufacturers' Record that the Jaeger & Southern will at some time be extended to the Pocahontas Company's coal fields, but the extension is

not to be undertaken in the very near future. It is not now proposed to extend the Hillsboro Railroad.

Salisbury, Mo.—Mr. J. G. Gallemore, secretary of the St. Louis & Northwestern Railroad Co., recently incorporated, writes to the Manufacturers' Record that a permanent survey is to be made shortly, and the line will run from Brookfield via Marceline, Salisbury, Armstrong, Fayette, Columbia and Fulton to a point on the Missouri, Kansas & Texas Railway. It will be more than 100 miles long.

San Antonio, Texas.—Conferences are in progress between the city of San Antonio and the Southern Pacific Railway regarding the laying of more tracks by the latter. The plans include the building of a subway. W. G. Van Vleck is vice-president and general manager of the company; office at Houston.

Shreveport, La.—Arrangements have been, it is stated, completed for the entrance of the Texas & Pacific Natchitoches extension into Shreveport, making a continuous line from St. Louis to New Orleans. L. S. Thorne is general manager; office at Dallas, Texas.

Snow Hill, Md.—The Berlin Electric Light & Railway Co. has been organized to build an electric railway from Pocomoke City via Berlin and other towns to Ocean City. Roger L. Adams of Berlin is president.

South McAlester, I. T.—The Missouri, Kansas & Texas Railway is, it is reported, arranging to build eastward from South McAlester to reach the mines of the Territory. A. A. Allen is general manager; office at St. Louis.

Stamps, Ark.—An amendment to the charter of the Arkansas & Louisiana Railroad provides for an extension of twenty-five miles from Stamps to Hope. Russell Harding is general manager; office at St. Louis.

St. Louis, Mo.—Mr. H. B. Spencer, general manager of the Southern Railway Co.'s St. Louis-Louisville lines, writes to the Manufacturers' Record regarding the proposed extension from Harrodsburg, Ky., to Danville, Ky., saying that the matter is now under investigation.

St. Louis, Mo.—It is reported that a terminal company will be organized to handle the freight to and from the Louisiana Purchase Exposition or World's Fair. D. R. Francis is president of the Exposition Company. Joseph Ramsey, Jr., president of the Wabash Railroad, and other railroad men represent the trunk lines in the negotiations for the formation of the company.

St. Louis, Mo.—The St. Louis & San Francisco Railroad is reported to have purchased the Arkansas & Choctaw Railway, now in course of construction from Texarkana, Ark., to Wichita Falls, Texas, 250 miles. About 125 miles are finished and 100 more miles graded, while forty-three miles are in operation. B. L. Winchell is general manager of the Frisco; office at St. Louis.

Vinegar Bend, Ala.—Mr. Rhett Turner, secretary of the Alabama & Mississippi Railway, writes to the Manufacturers' Record that the company proposes to build a line from Vinegar Bend to Napoleon and Ellisville, Miss., a distance of about 200 miles. Beyond Leakesville the line will divide, one branch going to Ellisville, northwest, and the other to Napoleon. Between Vinegar Bend and Leakesville the grading has been completed, and track has been laid within a few miles of that town, the distance being eighteen miles, and surveys are in progress beyond. The contract is held by H. J. Bonabel of Vinegar Bend. It is a standard-gauge road, with 56-pound rails.

Washington, D. C.—Mr. R. A. Dugan, assistant general manager of the Southern Railway Co., writes to the Manufacturers' Record as follows: "I do not know anything in regard to the extension of the South Carolina & Georgia extension from Marion to Johnson City, Tenn."

### Street Railways.

Atlanta, Ga.—The Georgia Railway & Electric Co. has applied for permission to extend its Capitol avenue and Irwin street lines.

Birmingham, Ala.—The city council has passed an ordinance granting to the Birmingham Railway, Light & Power Co. the right to lay tracks on various streets.

Bristol, Va.—The Bristol Belt Line Railway has been granted a franchise for building an electric railway in the East End.

Chattanooga, Tenn.—The Chattanooga Electric Railway Co. has begun work on the St. Elmo & Mountain Junction extension, which is to be extended to the Georgia State line. Work on the Rossville extension, which will require several months to finish, is expected to begin soon.

Donaldsonville, La.—The town council has deferred action on the question of granting



a street-railway franchise to either of the three applicants until July 16.

Fernandina, Fla.—F. L. Tolbert is superintendent of construction for building the trolley line to the beach.

Jacksonville, Fla.—The city council has passed an order granting a street-railway franchise to D. W. Eschidge and others.

Jacksonville, Fla.—The Jacksonville Street Railway Co. proposes to double track its line on Bay street, and to lay heavier rails.

New Decatur, Ala.—The city council has granted to J. T. Crass of Chattanooga a franchise for an electric street railway and a light and power plant. Mr. Crass already had obtained a franchise in Decatur, so that he is now in position to go ahead with the proposed plans.

Opelika, Ala.—The city council has granted to D. T. Hudson, A. P. Hodge and F. A. Barr of Pittsfield, Mass., a franchise to operate an electric railway. This is the line projected between Opelika and Auburn.

Raleigh, N. C.—It is proposed to extend the lines of the Raleigh Electric Co. to Union Depot and to eastern city limits.

Richmond, Va.—Frank J. Gould of New York during his visit to Richmond is reported to have said that if the city would fall in with his plans \$2,000,000 would be spent in perfecting the electric system in Richmond.

St. Louis, Mo.—The St. Louis & Suburban Street Railway Co. has been reorganized, with Samuel M. Kennard as president. Improvements are to be made to the roadbed, power and equipment.

Wheeling, W. Va.—The city council has granted a franchise to the City Railway Co. for an extension up Caldwell's Run and along the Wheeling and Fairmont turnpike and the Frazer Run road to the Marshall county line.

## Machinery, Proposals and Supplies Wanted.

**Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.**

**Air Compressor.**—Eutaw Water-Works, Electric & Power Co., Eutaw, Ala., wants air compressor, 12x14 cylinders; wants prices delivered.

**Baking-powder-factory Supplies.**—Pankin Imperial Baking Powder Co. of Charleston, S. C., will need wood boxes holding one, two and three dozen one-pound cans of powder; also prices on tin cans in one pound, one-half, one-quarter, one-eighth pound in 5000 lots; also prices on baking-powder ingredients.

**Bank Fixtures.**—Bank of Greenwood, Greenwood, S. C., will need new counters and fixtures.

**Bank Fixtures.**—S. J. Nolen, Alexander City, Ala., will need railings, vault door and other bank fixtures.

**Boiler and Engine.**—See "Woodworking Machinery."

**Boiler and Engines.**—City of Morgantown, W. Va., will need boiler and engines. Address "The Mayor."

**Bottles.**—Mineral Springs Co., Box B, Ramseur, N. C., wants prices on mineral water bottles.

**Brick Machinery.**—W. L. Hill, Sharon, S. C., wants brick machinery.

**Building Materials.**—L. Baker, Gaffney, S. C., wants iron I beams for vaults and cell rooms.

**Building Supplies.**—J. A. Robinson, Alexander City, Ala., will buy building supplies and fixtures.

**Building Supplies.**—Porter & Godwin, Goldsboro, N. C., will need building supplies. Castings.—See "Machine Tools."

**Coffee Roasters.**—See "Grinding Mills."

**Distillery Machinery.**—Chattanooga Distillery, care of J. S. Cannon, Chattanooga, Tenn., will want corn mill, charcoal grinding mill, deep-well pump and a sloop pump.

**Dredging Machinery.**—J. R. Parrott, vice-president Florida East Coast Railway, St. Augustine, Fla., wants dredge to dig porous sandstone or limestone under water without

blasting. Manufacturers of "chisel dredge" are especially invited to correspond.

**Electric Machinery.**—Kershaw Oil Mill, Kershaw, S. C., wants electric generator.

**Electric Plant.**—Lenoir Electric Co. will need 100-horse-power boiler, 75-horse-power simple-acting engine, electric generator, No. 8 copper wire, and all supplies for electric-light plant. Address G. L. Benhart, manager, Lenoir, N. C.

**Electric Plant.**—S. Castleman, Belzoni, Miss., wants to correspond regarding construction of electric-light and power plant; also of ice plant.

**Elevator.**—Stiner & Lobman, Montgomery, Ala., will need an electric elevator.

**Engine.**—S. H. Marshall, Spray, N. C., wants second-hand engine of about 150 horse-power.

**Foundry-machine Plant.**—Grafton Foundry Machine Co., Grafton, W. Va., will need complete equipment for plant.

**Ginnery Supplies.**—Clio Ginnery Co., Clio, S. C., will need ginnery supplies, belting, etc.

**Grinding Mills.**—G. C. McCormack, 89 East street, Kingston, Jamaica, West Indies, wants catalogues of hand-power mills for grinding cocoa and coffee, of coffee roasters, of presses for compressing juices, and of cardboard boxes, labels, etc.

**Hardware.**—Jule Chaudron, Dallas, Texas, wants names of manufacturers of stamped metal flour scoops.

**Heating Plant.**—See "Lighting Plant."

**Heating Plant.**—Terrell University School, Terrell, Texas, W. B. Toon, secretary, may need heating plant.

**Heating Plant.**—Kentucky Institute for Deaf, Danville, Ky., will need boilers for steam plant, piping, radiator, etc., for heating two buildings.

**Hoisting Equipment.**—See "Pulleys."

**Hoisting Machinery.**—Venable Bros., Atlanta, Ga., want a double-drum, double-cylinder hoist, cylinder 7x10, Mundy friction.

**Ice Plant.**—See "Electric Plant."

**Lighting Plant.**—Henry House, 612 Travis street, Houston, Texas, will in the future want lighting and heating plants for hotel.

**Lumber.**—Frank H. Dukessmith, Charles town, W. Va., will need kiln-dried hardwoods, especially short lengths.

**Lumber Plant.**—W. A. Carver, Burlington, N. C., wants saw-mill with carriage long enough to take logs thirty-five to forty feet; also 35 or 40-horse-power boiler and engine, and a lathe mill.

**Machine Tools.**—Columbia Machine and Iron Works, Columbia, S. C., wants locomotive driving-wheel lathe, either for facilities of turning only one off or both at the same time; also wants castings in the rough.

**Machine Tools.**—See "Foundry and Machine Plant."

**Oil Mill.**—Long Bridge (La.) Cotton Oil Co. is receiving bids for erection of complete 40-ton plant. L. L. Bordelon, secretary, can be addressed.

**Oil Mill.**—N. L. Glass, Gainesville, Fla., wants addresses of manufacturers of machinery for extracting oil from castor beans.

**Oil Mill.**—Baldwin, Tutbill & Bolton, 103 Sixth street, Grand Rapids, Mich., want address of makers of machines for extracting oil from cocoanuts.

**Oil Mill.**—Farmers' Oil Mill Co., E. B. Grantham, secretary, Nashville, N. C., wants oil mill complete.

**Oil Mill.**—Kershaw Oil Mill, Kershaw, S. C., will buy cotton-oil equipment (except boilers and engines) next fall.

**Painters' Catalogues.**—T. W. Kirkride, Pocahontas, Va., wants illustrated catalogues showing modern dwellings in harmonizing colors.

**Paper-mill Machinery.**—A. P. Hassell, West End, N. C., wants information about machinery for making paper from soft woods.

**Piping.**—Sydnor Pump & Well Co., Richmond, Va., wants 500 or 1000 feet of one-inch, one-and-one-quarter-inch, one-and-one-half-inch and two-inch black-tin pipe for handling mineral water.

**Pottery Machinery.**—Shelton Pottery Co., Paducah, Ky., wants price-list of pottery machinery and supplies.

**Presses.**—See "Grinding Mills."

**Printing Plant.**—Alkabeest Home & Printing Co., Atlanta, Ga., will need printing plant.

**Pulleys.**—Ridgmont Cement Manufacturing Co., 320 Walnut street, Philadelphia, Pa., wants a split pulley 6x10 feet diameter, with 24 to 30-inch crowning face and 7 and 9-16-inch bore; also wants worm gear or friction hoist of 4000 pounds capacity, with wire-rope drum,

6 to 8-inch I beams, and overhead traveler to run on same.

**Pumps.**—See "Spraying Pumps."

**Pumps.**—See "Distillery Machinery."

**Quarrying Equipment.**—J. T. Wyatt, Salisbury, N. C., wants addresses of manufacturers of quarrying equipment.

**Soda Fountain.**—Mineral Springs Co., Box B, Ramseur, N. C., wants prices on small soda fountain, with fixtures, new or second-hand.

**Spraying Pumps.**—E. V. Cox, Ayden, N. C., wants addresses of manufacturers of spraying pumps.

**Steam Shovel.**—C. W. Deming, Brunswick, Ga., wants to rent second-hand steam shovel and unloader.

**Windmill.**—W. P. Roof, Lexington, S. C., wants to buy windmill.

**Woodworking Machinery.**—Roof & Barre Co., Lexington, S. C., will need planing machinery.

**Woodworking Machinery.**—E. L. Luck, Pole Green, Va., will need planing and wood-working machinery.

**Woodworking Machinery.**—W. Y. Merry, Mandarin, Fla., wants to correspond with manufacturers of veneer machinery.

**Woodworking Machinery.**—Frank H. Duke-smith, Charlestown, W. Va., will need furniture and mantel machinery, belting, etc.

**Woodworking Machinery.**—Radford Industrial Works, Radford, Va., wants spoke and hub machinery and 50 or 75-horse-power boiler and engine.

## TRADE NOTES.

**Charleston Exposition Awards.**—The exhibit of F. E. Myers & Bro., Ashland, Ohio, at the South Carolina, Interstate and West Indian Exposition was awarded a bronze and silver medal—highest award in each class. These were given on very extensive exhibits of "Myers' pumps, hay tools and barn-door hangers.

**Business Opportunity.**—Because the owner is too busy to superintend personally, he is willing to sell his saw-mill in Northern Arkansas, manufacturing telegraph pins and brackets. He will contract at the sale for the entire output of the establishment. This can be further investigated by addressing "W. H.," care Manufacturers' Record.

**Hardware Plant for Sale.**—An excellent investment is offered at this time by Thomas F. Hanlon, corporation lawyer, Washington, D. C., who is anxious to join others in the formation and financing of a company to conduct the business of a fine Eastern Pennsylvania hardware manufacturing plant. This establishment, which is for sale because of the old age of its owner, who wishes to retire, will permit capitalization for double its purchase price, and is in splendid condition. It is a successful and stable industry, employing over 200 people and enjoying a reputation for over twenty years of honest and upright dealings.

**Brisk Business.**—The Montross Metal Shingle Co., Camden, N. J., reports marked increase in every department of its business. This company's specialties are "Victor" metal tiles, "Gothic" and "Diamond" tiles, "Eastlake" and "Octagon" shingles. These goods are made in both tin and galvanized iron, the tin shingles and metal tiles being thoroughly painted on both sides with the best oil paint. The "Victor" shingle is designed for buildings where a special ornamental roof is desired at a moderate cost, while the "Eastlake" shingles are adapted for all classes of buildings, costing about the same as the ordinary wood shingle, slate or tin roofing. The company is also placing on the market the "Eastlake" roofing paint, made in four colors—red, brown, black and slate. This paint is especially prepared for metal shingles, tin and iron roofs, smokestacks and all metal surfaces exposed to the weather.

## TRADE LITERATURE.

**Reese-Hammond Co.'s Calendar.**—Reese-Hammond Fire-Brick Co., Bolivar, Pa., is making use of a very attractive half-tone, "The Watering Place," with a calendar for the summer months in advertising its name and business. Only the name and address is printed on the mount.

**Desks.**—The appearance of a firm's office means much to it in the way of an advertisement by the favorable or unfavorable impression which its appearance produces on the minds of those who visit it. It is poor economy to use cheap and inferior-looking office fixtures. Fielder-Allen Company, Atlanta, is sending out an attractive mailing card at this time, advertising a very exten-

sive line of office fittings, and fine desks especially.

**Winston-Salem, N. C.**—Correspondence from real-estate men and investors wishing city property in or farm and timber land adjoining Winston-Salem, N. C., is invited by Charles A. Jenkins of that city, himself a real-estate man. Descriptive pamphlets on this locality may be secured on application.

**"Radial" Drills.**—The American Tool Works Co., Cincinnati, Ohio, maker of a very fine "radial" drill, has issued Pamphlet R. 1—of interest to machinists generally. A little book of testimonials, "Verbum Sap," expresses in unmistakable language the thorough satisfaction of the writers with their purchases as good investments.

**Electrical Bulletin.**—An interesting publication is Bulletin No. 73, issued by the Electric Storage Battery Co., Allegheny avenue and Nineteenth street, Philadelphia. This bulletin deals with the use of "Chloride Accumulators" in a small central station plant, and is very interesting—only six pages in all, containing six illustrations.

**Delaware Corporations.**—Terse information concerning corporations is contained in a leaflet printed by the Delaware Charter Guarantee & Trust Co., Wilmington. Good reasons for incorporating a business, especially in Delaware, and more especially still through the above company, specialist for years in that line of work, are given therein.

**Acetylene-Burner Catalogue.**—The handsome little trade catalogue received from the Sunlight Lava Manufacturing Co., Chattanooga, Tenn., will be found replete with interest to acetylene users. Eight types of burners are therein illustrated. Especial emphasis is laid on the fact that all supplies are carefully and thoroughly tested before shipment.

**Lombard Company's Prices.**—Accompanying a notice of reduction in net price of the "Leader" injector, from the Lombard Iron Works & Supply Co., Augusta, Ga., are several very attractive pages of advertising matter. The half-tone of the grandson of Mr. George R. Lombard makes a very pretty advertisement. This firm's specialty is high-pressure boilers.

**Storage of Coal.**—A catalogue of peculiar interest at this time is the one just issued by the Dodge Coal Storage Co., Philadelphia, on the advantages of having a reserve supply of coal for an emergency such as the present, and suitable means for handling it. The company manufactures labor-saving methods for the storage and reloading of large quantities of coal.

**Toolmakers' Lathes.**—No expense has been spared in design or construction of the new 10-inch toolmakers' engine lathe, built by the Pratt & Whitney Co., Hartford, Conn. The result is a very satisfactory lathe, and one convenient in every detail. The latest catalogue describing these products will be found replete with interest. The illustrations show very handsome machinery.

**Boston & Lockport Block Co.**—The Boston & Lockport Block Co., 160 Commercial street, Boston, manufacturer of the highest grade of blocks, pumps and trucks, is issuing to the trade an attractive advertisement, combining good advertising qualities and utility. This is a celluloid covered series of blotters, on the cover of which is engraved the firm's name, address, business and illustrative cuts. The protected blotters will not rub under the hand, and the advertisement is lasting.

**Daylight Glass.**—No matter how narrow the street, alley or court, nor how high the opposing building or wall, "Daylight Prisms," it is said, will introduce the light, provided there is any sky at all to draw from, and will make the interior space as light as though it were a corner room overlooking a wide avenue. A very interesting booklet on the subject of "Daylight Prisms" has just been issued by the Daylight Glass Manufacturing Co., 382-384 Bourse Building, Philadelphia, Pa.

**Air Compressors.**—The American Air Compressing Works, 26 Cortlandt street, New York, a firm with fifteen years' experience in the manufacture of air compressors of every type and for every purpose for which compressed air is applied, is issuing at this time a very interesting and nicely illustrated catalogue of its products. This firm also manufactures a full line of gas pumps, vacuum pumps, tar pumps, air receivers, air hoists, compressed-air tools and appliances of every sort and description.

## FINANCIAL NEWS.

The Manufacturers' Record invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

## Review of the Baltimore Market.

In the Baltimore stock market during the past week the bond certificates of the Nashville Railway Co. have been conspicuous for an advance of nearly eight points as the result of favorable reports concerning increased earnings of the company, and rumors that negotiations are in progress for a sale of the property to new interests. Another feature of the market was the advance in the common stock of the Atlantic Coast Line, and also in the Atlantic Coast Line of Connecticut. The issues of the United Railways & Electric Co. were active, but steady, yet there was little doing in those of the Light & Power Company, notwithstanding the conclusion of negotiations to carry out the Susquehanna development project. Consolidated Gas was also steady and dull. Seaboard displayed no particular feature, neither did Cotton Duck, and G.-B.-S. Brewing stocks and bonds were likewise quiet.

In the trading United Railways common sold between 15½ and 16¼, the income bonds, which were quite active, between 69½ and 70, and the 4 per cents at 96½ to 97½. United Electric Light & Power preferred changed hands at 41¼, and the 4½ per cent. bonds receded from 88 to 87½. Consolidated Gas dropped from 68 to 67, and reacted ¼, while the 5 per cent. bonds sold at 114½, and the 6s at 112. Seaboard common sold between 25 and 26, the preferred at 45 to 45½, the 4 per cent. bonds at 85½ and 85¾, and the 5 per cents at 103½ to 103¾. Cotton Duck common changed hands at 9½ and 10, and the income bonds between 46½ and 47½, while the 5 per cents sold between 83 and 83¾. G.-B.-S. Brewing common was traded in between 17 and 17½, the incomes at 42, and the 1sts at 53¾.

The trust-company group was quiet. International sold at 128½ and 129, Maryland at 208, Mercantile at 166, Fidelity & Deposit at 163½ and United States Fidelity & Guaranty between 152½ and 153½. Citizens' Bank shares sold from 33 to 33¾, and Mechanics' Bank between 31¼ and 33.

Other securities traded in were as follows: Anacostia & Potomac 5s, 100 to 102½; Canton Company stock, 102½ to 104; Georgia & Alabama Consol. 5s, 113; Georgia Southern & Florida 5s, 113½ and 113¾; Georgia, Carolina & Northern 5s, 112½; Atlantic Coast Line of Connecticut, 268 to 280; Atlantic Coast Line common, 140½ to 155; Atlantic Coast Line preferred, 119, and Atlantic Coast Line 4s, certificates (Connecticut), 97; Columbia & Greenville 1st 6s, 119; Maryland & Pennsylvania stock 31; Virginia Centuries, 96½ and 96¾; South Bound 5s, 112¼; Western North Carolina 6s, 118; West Virginia Central 6s, 113; Wilmington, Columbia & Augusta 6s, 113½; Northern Central Railway stock, 117½; Baltimore & Annapolis Short Line 5s, 110¼; Nashville Railway stock, 3; Nashville Railway 5s, certificates, 65 to 72½; Norfolk Railway & Light stock, 13; Norfolk Railway & Light 5s, 96; Norfolk Street Railway 5s, 113; Newport News 5s, 109¼; Citizens' Railway, Light & Power of Newport News 5s, 98½; Virginia Railway & Electrical Development 5s, 96½; Atlanta Street Railway 5s,

105¼; Charleston Consolidated Electric 5s, 94 to 94½; Lexington Street Railway 5s, 103½; Baltimore Traction 5s, 117½; City & Suburban 5s, 114½; City & Suburban 5s (D. C.), 103 and 104; Georgia Southern & Florida 1st pf'd., 100, and Norfolk & Carolina 5s, 120¾.

## SECURITIES AT BALTIMORE.

Last Quotations from July 2 to July 9, Inclusive.

Railroad Stocks.	Par.	Bid.	Asked
Atlanta & Charlotte.....	100	167½	169
Georgia Southern & Florida.....	100	48	50
Georgia Sou. & Fla. 1st Pref.....	100	99	101
Georgia Sou. & Fla. 2d Pref.....	100	83	85
United Railways & Elec. Co.....	50	15½	16
Seaboard Railway Common.....	100	25½	26
Seaboard Railway Preferred.....	100	45½	46½
Atlantic Coast Line of Conn.....	100	289½	290

Bank Stocks.	Par.	Bid.	Asked
Citizens' National Bank.....	10	33	33½
Commercial & Far. Nat. Bank.....	100	132	137½
German Bank.....	100	107	108
Manufacturers' National Bk.....	100	100	105
National Bank of Baltimore.....	100	130	131
National Marine Bank.....	30	38	39
National Mechanics' Bank.....	10	31¼	31½
National Union Bank of Md.....	100	117½	118½
Old Town Bank.....	10	11	11
Second National Bank.....	100	189	190
Third National Bank.....	100	130	132

Trust, Fidelity and Casualty Stocks.	Par.	Bid.	Asked
Fidelity & Deposit.....	50	164½	165
International Trust.....	100	129	130
Maryland Casualty.....	25	52	53½
Maryland Trust.....	100	208	209
Mercantile Trust & Deposit.....	50	167	168
U. S. Fidelity & Guaranty.....	100	149	152½

Miscellaneous Stocks.	Par.	Bid.	Asked
G. B. & S. Brewing Co.....	100	17½	17¾
United Elec. L. & P. Pref.....	50	41¼	42
Cotton Duck Voting Trust.....	100	9½	10
George's Creek Coal.....	100	116	117
Consolidated Gas.....	100	67¾	68¼
Atlantic Transport.....	100	250	251

Railroad Bonds.	Par.	Bid.	Asked
Atlanta & Charlotte 1st 7s, 1907.....	112	113	114
Char. Col. & Aug. 2d 7s, 1910.....	110	110	111
Columbia & Greenville 1st 6s, 1916.....	119	119¾	120
Georgia, Car. & North. 1st 5s, 1929.....	111¾	112½	113
Georgia, South. & Fla. 1st 5s, 1945.....	113¾	114	115
Georgia Pacific 1st 6s, 1922.....	125	127	128
Raleigh & Augusta 1st 6s, 1926.....	123¾	124	125
Richmond & Danville Gold 6s, 1915.....	121	121	122
Seaboard & Roanoke 6s, 1916.....	112	112	113
Virginia Midland 1st 6s, 1908.....	109½	110	111
Virginia Midland 2d 6s, 1911.....	115	115	116
Virginia Midland 3d 6s, 1916.....	120	120	121
Virginia Midland 4th 3-4-5s, 1921.....	111	111	112
Virginia Midland 5th 5s, 1926.....	116	116	117
West. North Carolina Con. 6s, 1914.....	117½	118	119
West Virginia Central 1st 6s, 1911.....	112¾	113	114
Wilmington, Col. & Aug. 6s, 1910.....	113	114	115
Charleston City Railway 5s, 1923.....	104¾	105	106
Knoxville Traction 1st 5s, 1928.....	109¾	110	111
Newport News & Old Pt. 5s, 1938.....	109¼	109½	110
Norfolk Street Railway 5s, 1944.....	114	115	116
United Railways 1st 4s, 1949.....	96¾	97	98
United Railways Inc. 4s, 1949.....	69¾	70	71
Seaboard 4s.....	85¾	86	87
Seaboard 10-year 5s.....	103½	103¾	104
Georgia & Alabama Con. 5s.....	113¾	114	115
South Bound 5s.....	112	112½	113
Atlanta Street Railway Co. 5s.....	105	105½	106
Augusta Railway & Elec. 5s.....	100	100	101

Miscellaneous Bonds.	Par.	Bid.	Asked
Mt. V. & Woodby's Cot. Duck 5s.....	82½	83	84
Mt. V. & Woodby's Cot. Duck Inc. 4s.....	46	47	48
G. B. & S. Brewing 1st 3-4s.....	53¾	54	55
G. B. & S. Brewing 2d Incomes.....	41¾	42	43
United Elec. Light & Power 4½s.....	85	86	87
Consolidated Gas 6s, 1910.....	112	112	113
Consolidated Gas 5s, 1939.....	114	114½	115

## SOUTHERN COTTON MILL STOCKS

Quotations Furnished by Hugh MacRae & Co., Wilmington, N. C., for Week Ending July 8.

	Bid.	Asked.
Abbeville Cotton Mills (S. C.).....	75	85
Alken Mfg. Co. (S. C.).....	86	96
American Spinning Co. (S. C.).....	106	106
Anderson Cotton Mills (S. C.).....	124	124
Arkwright Mills (S. C.).....	115	125
Augusta Factory (Ga.).....	62	71
Avondale Mills (Ala.).....	82½	91
Bibb Mfg. Co. (Ga.).....	110	110
Bennettsville Mfg. Co. (S. C.).....	85	91
Cabarrus Cotton Mills (N. C.).....	122	122
Clearwater Bichy & Mfg. Co. (Ga.).....	99	103
Clifton Mfg. Co. (S. C.).....	177½	177½
Clinton Cotton Mills (S. C.).....	115	122
Courtenay Mfg. Co. (S. C.).....	122	130
Dallas Mfg. Co. (Ala.).....	73	81
Darlington Mfg. Co. (S. C.).....	85	91
Eagle & Phenix Mills (Ga.).....	86	96
Enoree Mfg. Co. (S. C.).....	80	84
Enterprise Mfg. Co. (Ga.).....	84	92
Exposition Cotton Mills (Ga.).....	150	150
Gaffney Mfg. Co. (S. C.).....	107½	107½
Granby Cotton Mills (S. C.).....	91	91
Granby Cot. Mills (S. C.) 1st Pfd.....	124	124
Grantville Mfg. Co. (S. C.).....	155	170
Greenwood Cotton Mills (S. C.).....	105	105
Grendel Mills (S. C.).....	101	105
Henrietta Mills (N. C.).....	200	200
King, John P. Mfg. Co. (Ga.).....	87	96
Langley Cotton Mills (S. C.).....	101	107
Laurens Cotton Mills (S. C.).....	145	145
Lockhart Mills (S. C.).....	101	106
Louise Mills (N. C.).....	101	101
Lynchburg Cotton Mills (Va.).....	125	130
Lynchburg Cotton Mills (Va.) Pfd.....	145	150
Manchester Cotton Mills (S. C.).....	115	115
Mayo Mills (N. C.).....	140	140
McColl Mfg. Co. (S. C.).....	106	106
Monaghan Mills (S. C.).....	91	96½
Newberry Cotton Mills (S. C.).....	113	113
Norris Cotton Mills (S. C.).....	110	110
Odeh Mfg. Co. (N. C.).....	86	86
Orr Cotton Mills (S. C.).....	140	140
Pacolet Mfg. Co. (S. C.).....	135	135

Peizer Mfg. Co. (S. C.).....	165	165
Piedmont Mfg. Co. (S. C.).....	160	170
Poe, F. W., Mfg. Co. (S. C.).....	137	137
Richland Cotton Mills (S. C.).....	96	101
Richland Cotton Mills (S. C.) Pfd.....	100	100
Sibley Mfg. Co. (Ga.).....	65	65
Southern Cotton Mills (N. C.).....	100	100
Spartan Mills (S. C.).....	127	127
Trion Mfg. Co. (Ga.).....	125	140
Tucapau Mills (S. C.).....	130	130
Union Cotton Mills (S. C.).....	148	148
Union Cotton Mills (S. C.) Pfd.....	100	102
Victor Mfg. Co. (S. C.).....	112	112
Warren Mfg. Co. (S. C.).....	96	101
Warren Mfg. Co. (S. C.) Pfd.....	104	104
Washington Mills (Va.) Pfd.....	110	107
Whitney Mfg. Co. (S. C.).....	110	110
Wilmington Cotton Mills (N. C.).....	100	100
Wiscasset Mills (N. C.).....	110	125

## A Financial Deal Completed.

The First National Bank of Baltimore has elected to membership in its board of directors James H. Eckels, formerly comptroller of the currency, and now president of the Commercial National Bank of Chicago; James T. Woodward, president of the Hanover National Bank of New York, who is also a director in the Mercantile Trust & Deposit Co. of Baltimore, and Charles R. Spence, second vice-president of the Mercantile Trust & Deposit Co. This is a result of the recent increase in the stock of the bank from \$555,000 to \$1,000,000. The additional stock, \$445,000, was taken, it is understood, half by Mr. Woodward for himself and business interests in Philadelphia, Chicago and Boston, while the other half was taken by the Mercantile Trust & Deposit Co. of Baltimore. No change in the administration of the bank is expected. The transfer of the Baltimore Warehouse Co.'s property to the bank, which closed a deal for it some time ago, has been made. The capital stock of the company is \$350,000, in shares of \$20 par value, and it is understood that the bank paid for it \$25.50 a share.

## Georgia Railway &amp; Electric Bonds.

Messrs. Spencer Trask & Co. of 27 and 29 Pine street, New York, and State and James streets, Albany, N. Y., and Blodgett, Merritt & Co. of 16 Congress street, Boston, are offering for sale at 100 and interest, subject to prior sale or advance without notice, \$4,000,000 of the first consolidated mortgage 5 per cent. sinking fund gold bonds of the Georgia Railway & Electric Co. of Atlanta, Ga. These bonds are redeemable at 110 and interest upon any coupon date on or after January 1, 1907. Interest is payable semi-annually on January 1 and July 1 at the office of the Old Colony Trust Co. of Boston, which is trustee under the mortgage. The principal of these bonds can be registered if desirable, and the total authorized issue is \$11,000,000.

## Insures Its Employees.

The United Railways & Electric Co. of Baltimore has insured the lives of its employees for \$1000 each by an arrangement with State Insurance Commissioner Wilkinson under "the employers and employees co-operative insurance liability law." The cost of the insurance is about \$1800 a year, all of which is paid by the railway company, and the State insurance commissioner is required by law to invest such premiums in safe securities. He gets 1 per cent. of the receipts as compensation.

## Closed the Monon Transaction.

Announcement has been made in New York that more than 51 per cent. of the capital stock of the Chicago, Indianapolis & Louisville Railroad Co., or Monon Route, has been deposited with J. P. Morgan & Co. for the Louisville & Nashville Railroad Co. and the Southern Railway Co., which, therefore, now control the Monon. The time for depositing stock has been extended to and including July 31.

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## New Orleans Railways.

The New Orleans Railway Co. of New Orleans, La., has increased its stock from \$5,000,000 to \$40,000,000, to consist of \$10,000,000 preferred and \$30,000,000 common, the former to be 4 per cent. cumulative. This increase is to carry out the recent street-railway deal at New Orleans, which was conducted by Henry H. Pearson, Jr., who is president of the new company, and others.

[For Additional Financial News, See Pages 30 and 31.]



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